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No.	Articles.	wara. Rs.
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	1.—Wheat	...
	2.—Gram and pulse	...
	3.—Other spring crops	...
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	1.—Dye	
	2.—Shell	...
	3.—Stick and other kinds	...
XIX	Leather—	

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REPORT

ON THE

TRADE AND RESOURCES

OF THE

CENTRAL PROVINCES,

FOR THE YEARS

1869-70, 1870-71, AND 1871-72.

BY

J. H. MORRIS, Esq., B. C. S.,
CHIEF COMMISSIONER.

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MINUTE

BY THE

CHIEF COMMISSIONER

OF THE

CENTRAL PROVINCES

ON THE TRADE RETURNS FOR THE YEARS 1869-70, 1870-71, AND 1871-72.

SECTION I.

The appended Tables exhibit the statistics of Trade of the Central Provinces for the three years 1869-70, 1870-71, and 1871-72, (the year comprising the twelve months from June to May.) The Returns for the two first years were not as usual published separately as they became due, owing to difficulties connected with the Great Indian Peninsula Railway Traffic Returns; but in the following remarks endeavour will be made to touch on the salient points in the trade of each of the three years under each subject heading, so as to leave no hiatus in the series of these Trade Reports, which have been regularly published from the year 1863-64.

Trade registration.

The registration arrangements continued in 1869-70 much the same as described in preceding years, but in that and the following year, 1870-71, some small re arrangements with saving in cost of establishments were introduced. In the year 1871-72 again a considerable reduction was deemed practicable, owing to the increasing concentration of the trade on the railways. Many lines of road crossing the Provincial frontiers after the opening of the railways gradually ceased to be the important arteries of traffic they once were, and the registering posts established on them were either partially or wholly dispensed with. It further became apparent that at several registering posts maintained on the frontiers between one Provincial Circle and another, the trade had shifted into other channels or was too small to require the continuance of registering establishments; but the two principal lines of road between Chhattisgarh and Nagpur, and Jabalpur and Nagpur, are still watched, and all

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the information required of the trade between those circles is still collected. Generally it may be said that all internal trade of any importance going by road is registered by the establisments that are still maintained, while the Railway Returns afford information of the trade by rail.

Section II.

The Traffic routes.

The traffic routes have been fully described in previous reports, and during the three years under review the progress in road construction and repair in all parts of the country was limited only by the amount of funds available for the purpose.

In 1869-70 the expenditure on the road between Nagpur and Jabalpur, but principally on the unfinished masonry bridge over the Kanhan river at Kamthi, was Rs. 2,44,921, exclusive of cost of establishment and plant. This road was in that year of the first importance, as being the link between the East India and Great Indian Peninsula Railway termini. On this road the English Mails were carried once a week in horsed vehicles. Passengers between Western and Northern and Eastern India were accommodated in comfortable horsed vans, making the journey of 164 miles in from 22 to 25 hours, and the immense traffic which was brought to either railway terminus was transported either way by a bullock-cart service. All this, however, ceased towards the close of that year, when communication by rail was established between Jabalpur and Khandwa in February 1870; and the Great Northern road, as it is called, has since then become of little more than local importance. It is, however, one of the best, if not the best macadamized roads in the Central Provinces, being bridged and metalled throughout, except at either end, the Narbada river crossing its course near Jabalpur and the Kanhan near Nagpur; and there temporary trestle bridges during the dry months and a ferry service during the monsoon season accommodate all the local traffic. Of equal, if not greater commercial importance is the road between Nagpur and Raipur, 180 miles, on which the expenditure in 1869-70 was Rs. 1,41,204. To quote briefly from the District reports as to progress in that year on other lines of communication, "a good deal was done towards opening out a fair weather road between Umrer (a large silk and cloth manufacturing town) and Bori, on the Great Indian Peninsula Railway" in

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the Nagpur district. In the Northern Section of the Jabalpur district "over Rs. 30,000 have been expended in construction and improvement, for it was here that the chief famine relief operations were carried on. It is satisfactory to note that nearly 70 miles of fair weather roads were completed as railway feeders, of which 6¼ were metalled, The Marwara Tahsil has been very thoroughly opened out by the new roads, and they will attract traffic from parts of the Rewah State which have hitherto had but little access to the railway." In Sagar "on the road from Tehri a considerable amount of money was expended on the earth-works, as a famine relief work, in view to a junction being effected with the road which is in progress through Banda and Nowgong." In Mandla "the road leading from Jabalpur *via* Mandla to the plains of Chhattisgarh was during the year repaired by the Forest department, at a considerable outlay of money," and the length of 60 miles to the Chilpighat "was put into a practicable state for laden carts." From Bilaspur the road leading up to this ghat was being surveyed, and "it was hoped that in the interests of the increasing traffic since the opening of the railway to Jabalpur a vigorous effort to have a really good fair weather road would be made." In Sambalpur there was little or nothing done beyond petty repairs, though a growing traffic with the Coast called urgently for good roads. In Raipur extensive road earth-works were completed as a famine relief measure. In the Upper Godavari District the river navigation works were in progress, and cost, before the sudden and unexpected reduction of the Budget grants, Rs. 5,19,053. In the districts of the Narbada Division the construction and repair of railway feeder lines cost Rs. 32,950.

In the following year, 1870-71, the expenditure from Imperial funds for construction and repairs of "communications," but exclusive of cost of establishment and plant, was Rs. 11,05,767; of which Rs. 3,79,658 were on account of the Nagpur and Jabalpur road, principally on the unfinished bridge over the Kanhan; Rs. 1,74,023 on account of the Nagpur and Raipur road; and Rs. 3,37,280 on the Godavari navigation works. From Local funds the expenditure was Rs. 2,09,125. The five State Railway feeder roads in the Jabalpur district were finished this year. The road from Sagar to Gadarwara to join the railway was well advanced. Several unfinished sections on the Eastern road to Raipur were completed The

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Umrer and Bori road was opened for traffic, and other district roads were under construction. The Great Northern road was kept in repair, a steam-road roller being worked on it for the first time with great advantage and economy; but the great work on this road was the Kanhan bridge, on which satisfactory progress had been made. Two other large bridges were built this year, one in the Hoshangabad district and the other in the Seoni district, the latter to connect the Katangi rice-growing tracks with the Northern road. Much money was spent on this road in past years, and the "Sarekha ghat works" have been a work of some magnitude. The Godavari river navigation works were advanced a stage, but the reduction of Budget provision necessitated some curtailment of the scheme.

In the year just closed, 1871-72, the expenditure from Imperial and Provincial funds was, for roads Rs. 6,05,531, and for the Godavari navigation works Rs. 2,53,428. The road from Sagar to the Gadarwara Railway Station was considerably advanced, and throughout its length of 76 miles was open as a fair weather road, a trestle bridge having been erected over the Narbada river for the convenience of the traffic. A road to connect the town of Hoshangabad with the Etarsi Railway Station, 11½ miles, was commenced. Several sections on the Great Eastern or Raipur road were completed, and a road-way was constructed over the sandy bed of the Wynganga river at Bhandara, which considerably facilitated the traffic converging at this difficult crossing. On the Great Northern or Jabalpur road the principal work in hand was again the Kanhan bridge, 5 of the 12 arches having been completed by the close of the year and the remainder being considerably advanced. The cost of this work with repairs to the road, &c., was Rs. 2,31,900. The navigation works on the Godavari were not so much to extend, as to complete what had actually been undertaken in past years, and the outlay in the year amounted to Rs. 2,53,428. To quote from the Engineer's Report:—"The work done by the steamers and boats between Enchampilly and Dowlaishwaram amounted to 42,474 tons carried one mile, and 145,838 tons of private cargo carried one mile, or in all 188,312 tons. The average rate of carriage upon the whole traffic, including private cargo, which paid freight, and making allowance for interest and depreciation of stock

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in use, amounts to 2 annas 4 pie per ton per mile." But this not very favourable result of the river transport service will be explained by the following further extract:—"One of the tug steamers was kept running between Dowlaishwaram and Enchampelly from the commencement of the freshes until the beginning of January" when "the river fell permanently." The steamer *Wynganga* was also employed in the 3rd Reach in running between Sironcha and the 2nd Barrier in connexion with the steamer running from Enchampilly to the Coast; but the amount of traffic carried was small, as she has been comparatively a short time running in the Reach, and upper traders have not as yet begun to appreciate the value of the communication." If the prospect of an early establishment of cheap water communication on the Godavari as a southern trade outlet is thus not very bright, that of the Mahanadi in the East as a means of communication with Cattack is not much brighter, the many natural obstacles in its course admitting but of a precarious traffic in small country craft. In the interior of the Province a small traffic by boat is carried on in the Bhandara district along the upper reaches of the Wynganga river, and on the Narbada and Kanhan little more than floating timber under favourable conditions is ever attempted. More hopeful to the commercial future of the country is the development of the railway system, and the year under review has been marked by the commencement of operations on the Holkar State Railway, which will link the Great Indian Peninsula Railway at Khandwa in Nimar with Indore and Malwa; and the Wardha Valley Coal Railway, which besides bringing Indian coal into use at a vast saving of expense in the working of the railway lines, will bring the great cotton mart of Hinganghat in direct communication with Bombay and provide facilities for the trade with Chanda. The surveys in connection with the project for a railway from the Great Indian Peninsula terminus at Nagpur to the grain country of Chhattisgarh are still in hand, and the scheme yet awaits the final sanction of the Secretary of State. The statistics of the existing trade on this line, now carried by carts and pack bullocks, without allowing for the certain expansion of the traffic, prove that a light railway can be worked on it with profit, and there is little doubt that the project will commend itself to notice. The subject has been laid before Government in a separate Minute.

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Section III.

Resources of the Country.

Agricultural.

There is very little to add under this head to what has been described in previous Reports as the Agricultural, Mineral and other resources of the country. To take agriculture, the first in order, the total area under cultivation in the past three seasons will be seen from the following Table :—

	Number of Acres.		
	1869-70.	1870-71.	1871-72.
Rice	2,731,135	3,590,058	3,404,287
Wheat	3,287,765	3,611,716	3,474,359
Other food grains.....	4,707,192	4,822,515	4,587,261
Oil-seeds	737,332	764,568	766,278
Sugar-cane.....	88,018	100,065	92,487
Cotton	696,595	721,389	667,226
Opium	7,893	5,085	5,325
Fibres	22,271	16,271	20,283
Tobacco	20,836	29,241	50,181
Vegetables.....	60,277	52,924	49,721
Miscellaneous	39,175	7,964	148,494

In 1869-70 the area sown showed some decrease under all heads except wheat and cotton, owing to the severe distress of the previous season in parts of Jabalpur and Raipur, when it was necessary for Government to step in and assist the people in some parts to procure seed-grain for the monsoon sowings. Tacavi advances to the extent of about a lakh and a half of rupees were distributed, and more would have been given had the people not shown a strong dislike of burdening themselves with advances. The drought of 1868-69 was the cause of much poverty among the cultivators, and of mortality from epidemic disease, and the loss of cattle was great. But while the effects of the calamity were felt in increasing intensity in the year following, the harvest of 1869-70 was on the whole a full one, the rain-fall having been copious and evenly distributed. Late rains in October, however, while benefiting the Rabi crops did some damage to the cotton, and the exportation fell from 43,394 bales to 38,594 bales. A Seed garden of 50 acres under a Gardener from the Royal Gardens at Kew was this year established at Madni, in the Wardha district.

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The recovery of the country in the following year, 1870-71 is apparent from the breadth of cultivation having resumed its normal standard. There was, however, excess of rain early in the season, and some damage was done to the Kharif crops, and notably to the cotton crop. The Rabi harvest was generally good. The year has been described as "one of rest and quiet". There was no epidemic disease and food was again cheap. But the very universality of these favourable results operated against any briskness in the trade in food grains, the difference in prices in the different markets not affording sufficient inducement to export, and it is said that a large portion of the year's produce had been hoarded, at least in the Chhattisgarh and Jabalpur Divisions. The export of cotton was even less than in the previous year, having amounted to 38,287 bales, and the experiments at the Cotton Farm at Madni abovementioned came to naught, owing to the unfavourableness of the season. A second year's experience showed also that the position of the farm was not the best, it being liable to inundation in the wet and to extreme aridity in the dry season. A proposal was under consideration for transferring the farm to the vicinity of Nagpur where the completion of the Ambajhari waterworks offered fairer facilities for irrigation, so necessary to the various experiments in hand.

The year 1871-72 shows some diminution in the extent of area under cultivation, the season not being altogether a favourable one, and in many districts it was positively unfavourable owing to the peculiarity of the rain-fall. Both autumn and spring crops suffered—jawari, in the Nagpur Division from the long break in August, and from the excessive early rains in the Narbada and Jabalpur Divisions. The rice was particularly affected in Chanda, Balaghat and Bhandara, and throughout the Chhattisgarh Division, by the absence of rain in July and August and the sudden termination of the monsoon in September. The early cessation of the rains and the absence of dew marred the wheat crop. Notwithstanding, however, the deficiency of the harvests the price of food grains did not rise generally over those of the previous year. Cotton suffered with the other Kharif crops, but the yield, particularly in the Wardha district,—the principal cotton field in the Central Provinces,—was both large and good in quality, which, with the high prices prevailing, induced a full exportation, the number of bales exported being 43,297. The Government

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Cotton or Seed farm was in this year fully established in the vicinity of Nagpur, but the results of the experiments conducted were not considered satisfactory, various circumstances combining with an adverse season to disappoint expectations.

No satisfactory explanation can be given of the remarkable increase in the area devoted to tobacco cultivation, as shown in the Table at the head of this section. The plant is cultivated in small patches in the vicinity of almost every village, and is in very general use, but the increase is almost wholly in the Raipur district, where the cultivation seems to be more general than elsewhere, but where the produce per acre is very small. Opium is mostly grown in the Betul and Chhindwara districts; sugar cane in Raipur, Betul, Bhandara, Chhindwara and Narsinghpur.

Minerals.

The mineral resources of the country have been generally sketched in previous reports. But during the past year considerable progress was made in testing the thickness and extent of the coal measures at Warora, in the Chanda district. In round numbers it is calculated that five million tons are available at this coal field, which will yield a supply of 50,000 tons per annum for 100 years. The sinking of a shaft is still in progress and at the close of the year had gone down to 101 feet. Boring for coal was in progress at Tipperpanti on the Godavari, and at two places 11 and 12 feet of coal were proved. But the exact quantity of coal and extent of the field were still matter of uncertainty. The Narbada Coal Company's mining operations have not resulted in any large out-put of coal, nor in the determination of the actual existence of coal over any large portion of the area included in their lease; and little more is known of the coal prospects of the Satpura Coal Basin than was known before. The Geological Survey is now exploring this area thoroughly by regular boring. The existence of coal in the Bilaspur district on the Hasdu has already been mentioned. The following extract from a report by Mr. Mark Fryar, Mining Geologist, regarding iron ore in the Chanda district is very interesting.

"I.—The village of Gunjewahi is 50 miles E,NE from Chanda, and the mines or small diggings for iron are one mile south of the village.

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"At the foot of a hill, holes from two to six feet in depth have been dug in muram, or ferruginous earth, for small pieces of ore, which from appearance tell plainly of being fragments of some larger mass. From these diggings I ascended the hill and found in the ascent, a distance of about 50 yards, that every piece of stone I could pick up from the grass and shrubs of the thick jungle were pieces of weighty iron ore highly magnetic. At the top of the hill the wall of a lode of this rich ore was clearly discernable, consisting of a finely laminated gneissose sandstone, and the lode itself I found to be traceable for about 50 yards and to be full of iron ore in large masses. The native smelters dig at the bottom of the hill, in order that they may obtain small pieces of the ore and thereby save themselves labour in breaking fragments of suitable size for their smelting furnaces.

"What I have said about the quantity of ore to be seen exposed is a fact which speaks for itself as to the practically speaking inexhaustible yield to be anticipated. The ore is highly magnetic, and is, in my opinion, equal in quality to the rich magnetites of Norway and Sweden. If so, it is one of the richest ores that can be met with, and surpasses in yield of metallic iron any ore which has yet been discovered in useful quantity in the mining districts at Home.

"II.—Lohara mines are 50 miles north-east of Chanda. Here, as at Gunjewahi, there is a hill of magnetite. Making my way through jungle, I ascended the hill, a distance of about 100 yards, and could find no other stone than pieces of rich magnetite: the "expression" of the place appeared to me to excel that of Gunjewahi, as regards the immense quantity of ore easily obtainable.

"III.—Dewalgaon is 68 miles E,NE of Chanda, and is on the east side on the Wynganga river. Here is a large lode of magnetite clearly traceable for at least 150 yards. The cardinal lode filled up with massive ore is about 10 feet wide, but from this there are many branches, and small pieces of ore are scattered over the country for some acres in extent; it is from these scattered fragments mainly that the supply of ore for the Native smelting work is obtained."

'Samples of the iron ores from these places were submitted by Major Lucie Smith to Mr. David Forbes, F.R.S., &c., who reported on them as follows :—

"In conformity with your request I have submitted the four samples of iron ore placed in my hands to a careful examination, in order to arrive at a correct estimate of their value for

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iron-making, and, with this object, have made complete chemical analyses of the three samples considered by you as of most immediate importance.

"The results of the above-mentioned analyses, when placed in a tabulated form, show the percentage chemical composition of these three iron ores to be as follows :—

	I.	II.	III.
	Lohara.	Dewalgaon.	Gunjewahi.
Iron, metallic ...	69·208	70·006	70·134
Oxygen, in combination ..	29·376	28·670	28·739
Sesquioxide of manganese ..	0·090	0·084	0·108
Silica	0·823	0 813	0·545
Alumina	0·432	0·387	0·396
Lime	0·054	0·026	0·055
Magnesia	trace	trace	trace
Sulphur	0 012	0·013	0·020
Phosphorus	0·005	0·001	0·003
Total	100·000	100·000	100·000

"The characters of the ores are as follow :—

"I.—*Lohara.*—Very compact crystallized hematite or specular iron, containing some admixture of the magnetic oxide of iron, as was evident from its being in some parts very faintly magnetic. The sample was nearly pure oxides of iron, containing no admixture of rock or other mineral matter visible to the eye.

"II.—*Dewalgaon.*—A granular admixture of magnetic oxide of iron with some specular iron ore and rusty oxide, strongly magnetic, and showing no appearance of rock or other admixture.

"III.—*Gunjewahi.*—A granular mass of crystalline hematite or iron glance, containing some admixture of magnetic oxide and rusty oxide of iron, in parts very faintly attractable by the magnet; free from admixture of stony matter.

"IV.—*Ambagarh Chauki.*—A coarsely crystallised magnetic oxide of iron, containing 72 per cent metallic iron nearly pure, and quite free from other mineral matter, as far as could be detected by the eye.

"A glance at the results of the chemical examination of these ores will show that they are not only extremely rich in

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iron, but also that the amount of the deleterious ingredients, sulphur and phosphorus, contained in them, is the minimum known in even the best iron ores of Sweden and Russia.

"The quantity of phosphorus present was so small that it would be overlooked except by employing the most searching tests for its presence; whilst the insignificant percentage, or rather trace, of sulphur would be dissipated in calcining the ores.

"These ores resemble strongly some of the very richest deposits of iron ore occurring in Sweden; and if the general mass of the lodes is equal in quality to the samples already placed in my hands for examination, there cannot be, in my opinion, any doubt as to their producing, if smelted on the large scale, an iron equal in quality to the best Swedish or Russian brands so much sought after, and well adapted also for the manufacture either of Bessemer or any other variety of steel.

"Owing to the density and compact natures of the ores, they should, previous to being charged into the blast furnace, be submitted to a preliminary roasting, or calcination, in order to render them more porous and open in texture, for thereby to facilitate their reduction by the gases of of the furnace.

"On account of their extreme richness in metallic iron, they are naturally deficient in slag-forming ingredients, and these will consequently have to be added to the charge of calcined ore, either in the shape of a small quantity of poorer ore, or of other mineral containing silica in combination with the earth, in conjunction with the usual limestone (or burnt lime), which, by acting as a flux, will furnish the amount of slag essential in iron smelting to the economical working of the blast furnace.

"In conclusion, I would only express my opinion that these ores, if smelted with either charcoal or coal of good quality, are extremely well adapted for the production of first class iron, whether in pig or bar, or intended for conversion to steel."

Manufactures.

Regarding manufactures there are no certain statistics; what information it has been possible to collect of the extent and character of the silk and cloth manufactory, of the manufacture of brass and copper utensils, and of iron ware, which between them mainly divide the manufacturing industry of the country, has already been given in previous reports. An approxi-

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mate estimate of the gross annual outturn of the various industries is thus given by Deputy Commissioners for the year 1871-72 :—

Silk, including brocade work	Rs.	73,96,598
Cotton	„	65,41,035
Wool	„	3,04,511
Other fibres...	„	1,28,481
Paper	„	5,800
Wood	„	12,11,741
Iron	„	11,16,453
Brass and Copper...	„	3,48,972
Silver and Gold	„	5,44,203
Pottery	„	2,35,321
Leather..	„	3,64,194

These statistics must of course be received with some reserve, as they are collected by a not very complete agency, and without the employment of any inquisitorial measures. Another difficulty is the widespread character of the various industries. The spinning of yarn for instance is the occupation of well-known castes whose members are found among the non-agricultural group of families in almost every village, and there are few villages without a single loom working continuously. Even where a particular industry is most concentrated, as the silk and brocade work in Burhanpur, the cotton and silk weaving at Umrer, Pohni, &c, it is carried on in a piece-meal fashion, well understood and commending itself to the native mind by traditionary usage, but difficult to measure or fit into the figured columns of a Tabular Statement. The reasonable inference therefore is that the gross outturn given is understated, how much so it might not be easy to determine. Still the Table is valuable, in so far as it affords a fair general indication of the relative magnitude of the different industries. Of the position which it gives to the weaving trade there can be little doubt, and though at first sight the outturn of the silk industry may appear high, it has to be remembered that besides the manufacture of silk pieces from the coarse indigenous Tasar in several districts for local consumption and export, the silk manufactory at Burhanpur, which enjoys a wide and long established celebrity, is carried on with imported China silk of higher price than the indigenous Tasar. Under the head Silk, moreover, is included the various kinds of costly brocade, which in Burhan-

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pur is largely manufactured for export to the Central India States and elsewhere. That the weaving trade, however, so congenial to the habits and so bound up with the caste life of whole sections of the people, will long outlive active competition with imported Manchester goods, is a question on which there is some difference of opinion. It has languished and revived more than once with the fluctuating price of cotton and the disturbing speculations of the export cotton market. Distress and bad harvests have for a time driven the weaving classes to other fields of labour, but with the return of easier times the industry has re-asserted itself. It is said that the native manufacturer offers for home wear a better and more lasting article than the light, machine made, though more attractive Manchester fabric.—that the Indian cloth, hand-made and firm, washes better and the dyes are more brilliant and permanent. But there is no denying, on the other hand, that there are few natives above the labouring classes who do not wear a garment of some kind made of English cloth. The position of the manufacture is in fact very much what it is said to be in Orissa: "Individual families gain a livelihood "by making up the peasant's cotton into cloth,—a good, sub-"stantial, unbleached fabric, which wears five times as long "as the Manchester goods, but which cannot compete with "them on a large scale in the shops."*

The iron manufacture is of the very rudest description, and consists mainly in the manufacture of farm implements, axe heads, wheel tires, and such like, in the fashioning of which little skill is required. The country, however, is not without a few skilled native artizans in iron and steel. The manufacture of jewellery in gold and silver, and in some of the inferior metals, is the occupation of a special caste—the Sonar, and there are few respectable villages in the country without a Sonar's stall in the principal street. The manufacture of brass and copper utensils, the raw material for which is mainly imported from Bombay in broad sheets, is more localized, and in connection with it some few towns, such as Lodikhera, Bhandara, Pohni, &c., have earned a local celebrity. Still the metal trade is on the whole a poor one, and especially the iron trade, considering that the ore is so plentiful in so many places and the demand so great. For the finer description

* "Orissa" by W. W. Hunter, Esq., Vol. II., page 247.

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of hardware the country is wholly dependent on foreign manufacture. Paper of a coarse description is made in only a few places in the Jabalpur Division. A rude kind of pottery is made by Kumhars for common use, but at the annual Fairs the displays of pottery are not without some artistic merit. Probably the best kind of pottery is made in the Sagar district. The Return gives eleven thousand workers in leather, and the trade is monopolized by the unenvied Chamar, who stands at the bottom of the trade castes. The popular shoe is not a very comfortable looking article, and many thousands deny themselves the luxury altogether; but, notwithstanding the bad repute of the Indian shoe and its social proscription from in-door use, the manufacture is considerable, some towns having a considerable trade in the article. Leather again is largely used in making water buckets and ropes for irrigation purposes. Since the opening of the railway it is largely exported as raw or dressed hide.

Section IV.

The actual Export and Import Trade.

The appended Tables give the actual trade in quantity and estimated value of each description of goods imported and exported for the past three years, in the detail observed in previous reports, and it will be only necessary here to remark generally on some of the more marked features which they present.

Cotton.

Regarding the cotton traffic it had always been remarked that considerable quantities come in from East Berar to be re-exported from Hinganghat with the reputation attaching to the exports of that market, but since the improvement of roads and transport arrangements in Berar these consignments in great measure seem now to go direct to the railway; but in proportion as this has almost ceased the Import cotton trade with Malwa has increased from 4,532 maunds in 1868-69 to 71,671 maunds in 1871-72. The aggregate exports of the last three years were—

1869-70	... ..	243,669 maunds.
1870-71	... ...	261,810 ,,
1871-72	... ..	330,104 ,,

almost the whole going westward by rail to Bombay, and in the form, increasing year by year, best fitted for foreign trans-

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ort, that is, in full-pressed bales. Since the establishment f cotton presses in the Wardha district the quantity brought to them has increased remarkably, as will be seen by the num- r of full-pressed bales exported in the three years under tice viz. :—

1869-70	...	...	.. 9,586 bales.
1870-71	..	..	... 38,287 ,,
1871-72	...	...	.. 43,297 ,,

ill the number of half-pressed bales and "Dokras" exported great, and they go principally from the Narbada valley.

Sugar.

Refined sugar, being nowhere manufactured in the Central Provinces, is imported from Mirzapur and Bombay. The imports of he past three years stand thus—

	From Mirzapur. *Maunds.*	From Bombay. *Maunds.*
1869-70	402,500	76,569
1870-71	101,550	75,864
1871-72	353,877	34,407

The re-exports of this article cannot be accurately stated, s they are mixed up in the Returns with the exports of Goor (unrefined sugar). Taking both together the Returns ive the quantities exported for the three years as follows :—

1869-70	...	...	97,009 maunds.
1870-71	...	...	357,382 ,,
1871-72	...	..	355,539 ,,

But judging from the quantity of Mirzapur sugar that paid uty on the Customs line when crossing outwards into the Native States of Central India, and from the quantity of Bombay sugar imported into Nimar for the Central India markets, the re-exports of these two sugars in that direction ay be approximately estimated at—

In 1869-70	..	..	84,166 maunds.
,, 1870-71	..	...	169,925 ,,
,, 1871-72	...	..	165,700

But as no duty is paid on Mirzapur sugar crossing into Berar r Bombay the Customs Returns afford no further help in ning the total re-exports of imported sugar. The year 1869-70

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showed the largest import of any previous year, and it is admitted that the over-trading in that year had caused the recoil in 1870-71. Recent enquiry into the extent to which the two sugars compete in these Provinces, both being untaxed, showed that the Mirzapur sugar was everywhere cheaper, was considered the better or sweeter of the two, and entered more largely into general consumption. In October last the Government of India were pleased to sanction the abolition of the Customs duty on sugar exported across the Nagpur and Raipur Divisions of the Inland Customs line, in consideration of the small revenue realized.

Salt.

Salt is another article on which the Central Provinces are dependent wholly on foreign sources, as will be seen from the following abstract of imports :—

	1869-70. *Maunds.*	1870-71. *Maunds.*	1871-72. *Maunds.*
From Northern and Central India	173,679	183,195	222,029
From the Western Coast ...	567,856	787,916	704,654
From the Eastern Coast ...	101,211	108,130	115,003
	842,746	1,079,241	1,041,686

Compared with 1863-64, when the total imports were 542,000 maunds, this shows a very satisfactory increase. A small portion of this passes through Sagar and Damoh into the Native States, as, in

1869-70	..	... 28,273 maunds.
1870-71	..	... 35,605 „
1871-72	..	.. 39,798 „

leaving, for the last two years at least, a million maunds per annum for local consumption, or about 9 lbs. per head of population. This can hardly be considered a full supply if the requirements of cattle, &c., be taken into account, seeing that by the Jail Dietary 180 grains a day (with something extra with vegetables), or nearly 10 lbs. per annum is allowed for an adult prisoner. Upon the above rate of consumption the Customs duty of Rs. 3 per maund falls at Rs. 0-6-0 or 9 pence per head of population consuming taxed salt. (There are about a million of people living outside or south of the Customs line who do not consume salt taxed to the full extent of Rs. 3 per maund, who get their supplies from the

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Eastern Coast, where the duty is only Rs. 1-3-0 per maund). Whatever may be considered of the weight of the Customs duty from a financial, commercial, or other point of view, there is no denying the fact that the railways have considerably, if not wholly neutralized its effects, for, compared with the year 1863-64, when the duty was the same, the importations now are double what they were, and the average market prices are from 15 to 20 per cent cheaper than then.

Grain. The following abstract will show at a glance the nature of the grain trade during the past three years :—

IMPORTS IN MAUNDS.

	1869-70.	1870-71.	1871 72.
From Northern India	374,007	261,376	57,094
From Central India Native States ..	58,509	172,241	670,813
From Khandesh and Berar	569,193	283,481	37,690
From Southern India	7,201	26,823	29,467
From Eastern India.	376	85	1,550
Total...	1,009,286	744,006	796,614
Composed of, Wheat	216,270	249,298	508,683
Rice...	236,142	78,394	43,600
Other.	556,874	416,314	244,331

EXPORTS IN MAUNDS.

	1869-70.	1870-71.	1871-72.
To Northern India.	313,024	318,671	625,478
To Central India Native States ...	7,329	23,975	22,600
To Khandesh and Berar	480,513	1,083,880	2,552,315
To Southern India.	3,424	12,063	14,716
To Eastern India ..	14,830	51,494	94,971
Total ..	819,120	1,490,083	3,310,080
Composed of, Wheat	468,566	686,575	1,682,948
Rice...	147,076	402,905	445,220
Other.	203,478	400,603	1,181,912

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It will be remembered that the season 1868-69 was one of almost total failure of the crops, and that as the harvests are gathered in about the last quarter of the official year, the scarcity of food was felt most in the first three quarters of the year 1869-70. In that period the large imports by rail from the North and West occurred, the largest in fact on record, but they were mostly of jawari—a comparatively cheap grain. In the following year, 1870-71, importations still continued high, notwithstanding the bountiful harvests reaped in 1869-70, still mostly of inferior cheap grains if we exclude a large importation of wheat from Malwa for the first time. In the next year, 1871-72, the importation is almost wholly from Malwa, of wheat brought for export westward by rail,—quite a new trade. Looking now at the exports the explanation of such large quantities sent out of the country in a year of dearth (1869-70) is, that they mostly occurred in the early months of the year, when the extent of the failure of 1868-69 was not fully realized. The exports were mostly of wheat. In the following year, 1870-71, owing to good harvests in 1869-70, the exports, mainly towards Berar and the Bombay Presidency, rose to the usual level, and in the next year, 1871-72, exceeded all previous exportations, viz., $3\frac{1}{4}$ million maunds, of which a full moiety was wheat from the Narbada valley districts. The importance of this export grain trade to the country will be apparent when it is seen that the total value of it, taking average wholesale prices, is about a million pounds sterling, or about a third of the total value of all exports of the year 1871-72.

Oil-seeds.

Among agricultural products the next important article of trade is oil-seeds, which may be abstracted from the Returns thus—

IMPORTS.

	Maunds.
1869-70	81,365
1870-71	106 346
1871-72	57,982

EXPORTS.

	Maunds.
1869-70	78,729
1870-71	291,078
1871-72	169,184

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The imports are mainly from the Central India States to Nimar and Hoshangabad, while the exports are mainly towards the North-Western Provinces and Bombay from the Jubbulpur and Nagpur country. This trade has advanced considerably within the last few years.

Metal Goods.

The metal trade cannot be satisfactorily analysed, as it is mixed up with material for railway purposes; but as it forms a large item in the Returns the figures are given below :—

IMPORTS.

	Maunds.	*Value, Rs.*
1869-70	129,302	56,03,936
1870-71	201,656	96,69,600
1871-72	214,559	96,78,741

EXPORTS.

	Maunds.	*Value, Rs.*
1869-70	82,786	18,73,649
1870-71	115,803	28,01,298
1871-72	109,116	29,02,220

English Piece-goods.

English piece-goods is the next item in the Returns, and no very close examination of it can be attempted, as under the designation is included woollen and cotton fabrics of every kind cheap calicos, fine linen and jaconet, and rich millinery of every description. This will also explain the apparent discrepancies between the weight of the goods and their valution as given in the different entries. Some idea of the extent of the trade may, however, be formed by the following abstract :—

IMPORTS.

	Maunds.	*Value, Rs.*
1869-70	125,058	67,38,402
1870-71	113,863	115,41,396
1871-72	100,251	109,13,205

EXPORTS.

	Maunds.	*Value, Rs.*
1869-70	66,542	80,92,839
1870-71	92,578	55,16,262
1871-72	87,778	53,80,564

The imports are mainly from Bombay into the Narbada valley and Nagpur country, while the exports or re-exports are mostly from Nimar into the Native States of Central India.

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"Miscellaneous European Goods" is the next article, and includes every kind of European stores not of the nature of "piece-goods."

Miscellaneous European Goods.

IMPORTS.

	Maunds.	*Value, Rs.*
1869-70	116,748	32,81,490
1870-71	23,131	12,30,808
1871-72	32,762	11,97,346

EXPORTS.

	Maunds.	*Value, Rs.*
1869-70	272,536	28,19,019
1870-71	50,322	22,53,655
1871-72	74,865	29,77,366

As they stand, these entries appear absurd, but they are explained by the entry in the Export Returns of large quantities of Military Stores going up from Khandwa to Mhow by road, and their omission from the Import Returns when coming in by rail. They have been allowed to stand in the Returns as they cannot now be accurately eliminated, but judging from notes in the District Return the actual re-export of Miscellaneous European stores is very small, and that little is in the direction of the Native States of Central India.

The following figures represent the trade in "Country cloth" that is, of cloth manufactured in the country for Native wear in the shape of dhotis, pagris, dopatas, saris, &c.

Country Piece-goods.

IMPORTS.

	Maunds.	*Value, Rs.*
1869-70	6,973	5,02,923
1870-71	21,868	24,23,570
1871-72	30,673	27,07,760

EXPORTS.

	Maunds.	*Value, Rs.*
1869-70	87,343	90,54,025
1870-71	24,692	24,04,949
1871-72	16,676	12,27,208

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The figures agree generally with the circumstances of the three years, the distress consequent on the failure of the crops in the year 1869-70 necessitating diminished imports and inducing large exports, and with the return of better times the ability to import more and export less. The very large export of 1869-70, the year of distress, must have materially exhausted the local stocks of cloth, so that the diminished exports of the two following years may be looked upon as indicating some curtailment of the local cloth manufacturing industry and the natural result of the previous overtrading. This trade in country cloth has many complex features, some castes or classes affecting the special or distinctive manufactures of Benares, of Amedabad, of Pyton near Nassick, of Madras, and other towns of note. The import trade is mostly dependent on this demand, while the export trade meets a foreign demand from parts of the Bombay Presidency, the Berars, Central India, the North-Western Provinces, &c., based on the reputation earned by such manufacturing centres as Umrer, Bewapur, Pohni, Burhanpur, and other towns in these Provinces.

Aggregate trade.

Other articles in the Returns do not appear to call for special remark, and it will suffice here here to show the totals of the Import and Export trade for the last three years :—

GROSS IMPORTS.

	Maunds.	*Value, Rs.*
1869-70	41,40,308	726,08,711
1870-71	31,50.897	616,70,399
1871-72	36,30,062	655,22,984

GROSS EXPORTS.

	Maunds.	*Value, Rs.*
1869-70	27,20,255	808,69,342
1870-71	35,28,041	704,95,467
1871-72	56,72,377	745,16,191

But these totals include a purely through trade in opium and some Government stores, which, according to the practice of

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previous years, will be deducted, to show the net external trade of the Central Provinces :—

IMPORTS.

	Tons.	Value, £.
1869-70	151,618	4,086,222
1870-71	114,611	3,894,797
1871-72	132,163	4,124,578

EXPORTS.

	Tons.	Value £.
1869-70	85.426	3,058,243
1870-71	120,578	3,070,447
1871-72	217,975	3,969,968

Taking these Imports and Exports together, and comparing them with the totals of previous years for which we have compiled statistics, the aggregate external trade of the Province stands as follows :—

	Tons.	Value, £.
1863-64	102,341	3,909,008
1864-65	134,719	4,386,251
1865-66	136,265	5,519,766
1866-67	175,561	6,517,864
1867-78	196,432	6,110,897
1868-69	209,089	6,795,263
1869-70	237,044	7,144,465
1870-71	235,189	6,965,244
1871-72	350,138	8,091,546

Thus, with the exception of a slight check in 1870-71,—the result of some suspension of export traffic, owing to unremunerative prices ruling abroad,—there has been a gradual and steady growth in the external traffic of the Province. The "growth" in 1868-69 and 1869-70 was perhaps not healthy, the totals for those years being swollen by large and necessitous imports of grain not anticipated when large exports had been made earlier in the year; the necessities of those years also forcing an export trade in country cloth not perhaps altogether on advantageous terms. The re-action is apparent in 1870-71. In the following year, 1871-72, the increase is probably genuine, evidencing a return of prosperous times and commercial vigour.

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Before closing these remarks it may be necessary to explain one feature of the Returns, viz, the excess, as to *valuation*, of imports over exports. At first sight it might be said that so poor and backward a Province as this could not afford to pay so much more for its imports than is covered by its exports, and that too for a series of years past. The argument would be fair, but it is met by the explanation common to all Trade Returns,—that while exports are entered at their invoice values only, imports have added to their invoice value, freight, insurance, other incidental charges, and mercantile profits.

J. H. MORRIS,
CHIEF COMMISSIONER.

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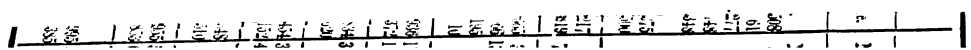

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	Sheep.		Timber and Wood.		Ghee and Oil.		Cocoanuts.		Miscellaneou	
e.	No.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Valu
	No.	Rs.	Mds.	Rs.	Mds.	Rs.	Rs.	Rs.	Mds.	Rs.
508	..	..	..	..	..	..	3	60	14	
61	6	18	844	400	1,336	26,136	1,401	28,020	34,990	2,09,9
277	2	2	..	..	38	799	19	225	399	1,0
148	536	880	669	891	4,691	78,274	541	9,021	10,939	41,7
348	..	..	..	..	..	..	..	..	..	..
	..	..	...	...	..	..	..	..	..	..
375	27	75	1,446	2,453	2,126	65,795	4,634	40,394	6,067	1,47,7
500	...	..	855	12,934	6,583	2,25,782	24,418	3,87,093	20,362	3,91,5
217	571	975	3,814	16,678	14,774	3,96,786	31,016	4,64,813	72,771	7,92,1
819	7,101	8,709	13,066	57,039	8,573	1,68,269	34,243	4,79,612	115,831	8,26,6
665	3,954	7,172	11,454	5,697	830	12,605	..	...	6,557	30,9
066	13,307	23,530	11,718	11,718	812	8,177	..	...	30,763	30,7
195	180	360	12,862	24,300	52	49,668	2,510	40,534	10,297	50,0
10	1	3	49,388	2,25,418	352	81,787	754	7,588	1,44,142	14,41,7
936	17,442	31,065	85,422	2,67,133	2,055	1,52,237	3,264	48,122	1,91,759	15,52,8
372	14,854	25,910	38,197	80,112	11,813	2,13,391	406	4,056	1,16,410	6,43,3
834	38,486	1,07,427	70,612	63,382	3,781	1,00,735	92	758	21,306	1,18,8
620	861	1,974	6,588	12,102	477	8,841	14	150	1,021	5,7
454	39,347	1,09,401	77,200	75,484	4,258	1,09,576	106	908	22,327	1,24,8
152	42,694	1,16,822	1,67,274	1,49,885	8,911	2,23,724	585	5,410	56,834	2,06,1
348	..	..	..	..	..	..	..	..	..	..
510	..	..	..	..	..	..	..	..	..	..
955	57,360	1,41,441	1,66,436	3,59,295	21,087	6,58,599	34,386	5,13,843	2,86,857	24,69,4
853	64,649	1,51,441	2,18,537	2,87,036	29,297	6,05,384	35,234	4,89,084	2,89,075	16,75,7
		£	Tons.	£	Tons	£	Tons.	£	Tons.	£
995	57,360	14,144	6,164	35,929	781	65,869	1,273	51,384	10,623	246,1
385	..	15,144	8,094	28,704	1,085	60,538	1,305	48,908	10,706	16,7

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	TOTAL.	
	Quantity.	Value.
	Mds.	Rs.
58	14,692	2,76,391
14	2,04,311	21,56,521
66	84,032	5,53,281
89	1,47,479	10,09,512
	325	8,360
	335	2,669
64	39,857	17,19,366
89	4,96,055	1,18,66,108
20	9,87,086	1,73,92,208
34	10,51,263	1,88,27,693
39	47,259	7,05,815
63	1,00,100	4,09,404
54	56,256	14,68,720
20	6,64,687	1,80,19,992
76	8,68,302	5,06,03,931
47	5,65,614	3,32,12,918
23	4,66,723	31,11,924
84	1,01,417	8,52,882
07	5,68,140	39,64,806
55	5,77,792	40,78,670
	329	8,360
	3,705	64,093
09	24,23,857	7,19,69,305
36	22,18,374	3,92,38,450
	Tons.	£
60	89,772	71,96,930
57	82,162	39,23,843

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Sheep.		Timber and Wood.		Ghee and Oil.		Cocoanuts.		Miscellaneous.		
No.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
No.	Rs.	Mds.	Rs.	Mds.	Rs.	Rs.	Rs.	Mds.	Rs.	
,355	3,195	577	1,650	259	4,282	56	471	7,066	23,071	60
,402	7,224	12,110	21,220	1,892	40,753	..	..	21,539	1,11,658	3,020
3	9	10,788	19,815	19,136	3,77,957	50	603	107,639	4,04,819	225
81	160	7,782	35,455	1,101	16,639	14	581	9,804	41,054	9,021
,841	10,588	31,207	78,140	22,388	4,39,631	120	1,655	146,048	5,80,602	603
,673	10,200	30,602	42,880	24,441	4,85,693	44	474	134,950	5,88,924	471
..	...	272	568	41	1,428	4	271	122	1,393	
..	...	..	..	2	506	..	..	431	4,388	581
										4,534
4	5	3,194	727	6	200	..	..	2,731	74,431	7,588
..	..	..	..	5	56	..	..	184	397	
										13,777
4	5	3,194	727	11	256	...	....	2,915	74,828	4,530
180	360	21	139	2	50	9	90	3,588	77,712	
										271
..	..	8,723	10,266	137	1,698	5,837	49,680	6,089	73,574	120
67	336	21	70	37	602	85	829	2,524	12,694	
..	..	..	..	..	..	..	..	3	3	391
67	336	8,744	10,336	174	2,300	5,922	50,509	8,616	86,271	
455	1,216	8,717	1,301	740	11,863	4,240½	36,610	9,452	89,474	
912	10,929	43,417	89,771	22,614	4,43,615	6,046	52,435	157,701	7,48,094	
308	11,776	39,340	44,320	25,233	4,99,232	4,293½	37,174	148,941	7,65,527	
	£	Tons.	£	Tons	£	Tons.	£	Tons.	£	50
..	1,093	1,608	8,977	837	44,361	223	5,243	5,840	74,309	
.	11,771	1,467	4,432	935	49,923	159	3,717	5,516	76,553	8,981
										4,192
										£
										7,898
										8,419

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TOTAL.	
Quantity.	Value.
Mds.	Rs.
36,145	5,83,218
114,735	21,57,051
431,511	59,43,425
40,667	3,27,220
623,058	1,20,10,914
588,812	89,96,340
5,174	90,235
3,430	28,528
107,142	12,72,686
341	6,820
107,483	12,79,506
54,521	10,05,301
153,629	11,32,075
25,254	2,28,397
868	3,334
179,751	13,63,806
161,742½	16,52,770
915,466	1,47,44,461
809,392½	1,17,00,267
Tons.	£
33,906	14,74,446
29,978	11,70,027

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	Horses.		Cattle.		Sheep.		Timber and Wood.		Ghee	
ue.	No.	Value.	No.	Value.	No.	Value.	Quantity.	Value.	Quantity.	
s.	No.	Rs.	No.	Rs.	No.	Rs.	Mds.	Rs.	Mds.	
.	..	...	31	400	...	..	149,444	85,383	8.	4,64,813
.	..	...	..	...	..	..	...	..	..	4,79,612
200	1	15	836	4,007	..	..	5,000	1,000	47	
200	1	15	867	4,497	..	..	154,444	86,383	56	609
410	19	756	531	3,071	..	..	44, 653	28,900	31	471
.	..	..	165	1,650	..	..	150	400	2	...
.	...	...	4	70	..	..	..	..		...
										581
										4,534
12	..	..	1,820	10,518	10,566	15,849	7,822	4,056	42	7,588
318	5	85	327	9,212	15	25	3,041	10,610	28	
										13,777
330	5	85	2,147	19,730	10,581	15,874	10,863	14,666	71	4,530
120	..	..	2,196	40,592	15,752	31,820	391	3,227	57	
										271
										120
238	..	..	300	500	6,119	6,219	...	..	1,26	
15	..	..	86	312	539	555	..	..	32	391
										...
768	6	100	3,479	26,287	16,700	22,093	165,457	1,01,449	2,56	
545	19	756	2,817	44,045	16,291	32,375	45,944	32,127	1,21	..
										..
£		£		£		£	Tons.	£	Tons	..
76		10		26,288		2,209	6,128	10,145	9	
54		76		4,404		3,237	1,668	3,213	4	..
										50
										4,78,981
										4,84,192
										£
										47,898
										48,419

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	AND OIL.	COCOANUTS.		MISCELLANEOUS.		TOTAL.	
Quan	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
M	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
36							
114	1,755	..	..	177	861	151,064	95,124
431	..	..	..	21	105	444	9,231
40	8,215	..	..	1,314	16,435	82,986	6,77,651
623	9,970	..	..	1,512	17,401	234,494	7,82,006
588	6,470	3	50	3,112	20,385	140,206	7,97,205
5	524	10	120	17	47	2,141	8,748
3	20	..	..	..	..	1,355	2,258
107	6,358	2,565	20,760	8,518	34,745	1,354,575	22,40,619
	5,140	..	...	512	10,190	25,775	1,25,066
107	11,498	2,565	20,760	9,030	44,935	1,380,350	23,68,385
54	14,750	1,304	12,101	11,074	1,17,409	932,714¾	46,67,881
153							
25	11,220	4,478	36,407	289	4,063	101,343	3,08,466
	6,560	1,461	25,796	3,502	57,743	243,772	7,61,826
179	33,212	7,053	57,287	10,848	66,446	1,718,328	27,63,605
161	27,800	2,768	37,947	17,688	1,95,537	1,318,047¾	62,29,170
915	£	Tons.	£	Tons.	£	Tons.	£
809	3,321	261	5,729	401	6,645	63,271	276,360
	2,780	103	3,795	655	19,554	48,817	622,917
Ton							
33,							
29,							

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Cattle.		Sheep.		Timber and Wood.		Ghee and Oil.		Cocoanuts.	
No.	Value.	No.	Value.	Quantity	Value.	Quantity.	Value.	Quantity	Value.
No.	Rs.	No.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
45	508	...	...	..	..	..	..	3	60
9	61	6	18	844	400	1,336	26,136	1,401	28,020
860	6,277	2	2	..	...	38	799	19	225
4,825	26,148	536	880	669	891	4,691	78,274	541	9,021
842	7,348	..	...	...	...	..	..	...	..
8	8,000	..	..	855	12,934	6,583	2,25,782	24,418	3,87,093
...	..	...	...	..	..	..	..	..	..
11	375	27	75	1,446	2,453	2,126	65,795	4,634	40,394
6,600	48,717	571	975	3,814	16,678	14,774	3,96,786	31,016	4,64,813
2,717	1,26,819	7,166	8,780	13,066	37,059	8,876	1,74,629	34,243	4,79,612
3,103	1,33,468	2,402	7,224	12,110	21,220	1,892	40,753	..	..
8	120	3	9	10,738	19,815	19,136	3,77,957	50	603
433	10,120	1,355	3,195	577	1,650	259	4,282	56	471
71	2,665	3,954	7,172	11,454	5,697	839	12,605	..	...
1,015	15,066	13,307	23,530	11,718	11,718	812	8,877	..	...
1,151	28,653	81	160	7,782	35,455	1,101	16,639	14	581
2,690	62,195	180	360	12,862	24,300	52	49,668	2,510	4,534
4	10	1	3	49,388	2,25,418	352	81,787	754	7,588
8,475	2,52,297	21,288	41,653	116,629	3,45,273	24,443	5,91,868	3,384	13,777
4,974	1,45,774	18,527	36,110	68,799	1,22,992	36,254	6,99,084	450	4,530
44	875	...	...	272	568	41	1,428	4	271
165	1,650	...	...	150	400	28	524	10	120
209	2,525	...	..	422	968	69	1,952	14	391
23	660	...	..	..	..	3	526	..	...
836	4,007	...	...	5,000	1,000	478	8,215	..	..
..	..	...	..	..	..	...	..	..	..
31	400	...	...	149,444	85,383	83	1,755	..	..
867	4,407	..	..	154,444	86,383	561	9,970	...	..
531	3,671	..	..	44,653	28,900	317	6,417	3	50
6,151	3,07,947	21,854	42,628	275,309	4,49.302	39,847	10,00,576	34,414	4,78,981
8,245	2,76,324	25,693	44,890	126,518	2,08,931	45,450	8,80,709	34,696	4,84,192
	£		£	Tons.	£	Tons.	£	Tons.	£
	30,795		4,263	10,196	44,930	1,475	100,058	1,274	47,898
	27,632		4 489	4,686	20,893	1,083	88,071	1,285	48,419

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Miscellaneous.		Total.	
Quantity.	Value.	Quantity	Value.
Mds	Rs.	Mds.	Rs.
14	58	14,692	2,76,391
34,990	2,09,914	2,04,311	21,76,521
399	1,006	84,032	3,53,281
10,939	41,789	1,47,479	9,19,312
..	..	325	8,360
20,362	3,91,589	4,96,055	1,18,57,608
..	..	335	2,669
6,067	1,47,764	39,857	1,719,366
72,771	7,92,120	987,086	1,73,73,508
1,17,804	8,46,224	1,202,757	1,91,26,019
21,539	1,11,658	114,735	21,57,051
1,07,639	4,04 819	431,511	89,43,425
7,066	23,071	36,145	5,83,218
6,557	30,530	47,259	7,05,815
30,763	30,763	100,100	4,09,404
9,804	41,054	40,667	3·27,220
10,297	50,154	56,256	14,68,720
1,44,142	14,41,420	664,887	4,80,19,992
3,37,807	21,53,469	1,491,360	6,26,14,845
2,51,360	12,32,271	154,426	4,22,09,258
122	1,393	5,174	90,235
17	47	2,141	8,748
139	1,440	7,315	98,983
431	4,388	4,785	30,786
1,314	16,435	82,986	6,77,651
21	105	444	9,231
177	861	151,064	95,124
1,512	17,401	234,494	782,006
4,012	20,385	140,206	7,92,205
4,12,229	29,64,430	2,720,255	8,08,69,342
3,73,607	22,83,268	2,502,174	6,21,63,268
Tons.	£	Tons.	£
15,267	2,96,443	100,750	8,096,934
13,837	2,28,326	92,669	6,216,327

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	Sheep.		Timber and Wood.		Ghee and Oil.		Cocoanuts.		Miscell.
.e.	No.	Value.	Quantity	Value.	Quantity.	Value.	Quantity	Value.	Quantity.
	No.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.	Mds.
	...	..	6,566	8,403	5,542	89,707	264	2,119	5,037
995	5,944	13,582	1,230	1,230	2,562	72,898	3,391	32,992	1,07
,686	245	486	..	..	183	3,104	...	...	23
..	90	177	..	..	5	125	...	..	3
..	...	...	..	..	..	..	...	..	..
.	..	..	..	...	..	..	..	..	..
,287	502	1,022	10,105	13,653	1,899	26,292	132	1,672	9,38
..	..	..	..	..	15	261	..	..	2
..	..	..	..	..	8	147	..	..	5
14	26	52	..	...	11	201	4	29	2
,297	165	364	..	..	2,843	50,210	45	900	5,93
..	..	..	205	409	76	1,603	36	349	5,88
,030	948	1,100	..	...	131	2,415	..	..	7
..	900	1,670	..	...	320	1,995	..	..	46,
5,831	1 892	3,579	..	..	109	804	768	12,535	3,0
,340	192	384	..	...	48	2,570	22	205	2
,361	310	620	6	15	190	4,320	194	5,051	9
3,377	6	12	160	5,052	39	935	18	234	1
...	..	..	...	..	221	5,537	3	45	1
600	800	1,900	98	133	428	13,340	1,364	18,745	2,5
5,284	10,859	23,130	..	..	2,110	68,940	3,835	33,667	6,5
8,155	2,727	6,504	...	...	1,755	8,948	3,720	37,290	16,2
6,479	10,210	2,655	..	..	854	16,173	2	16	
2,600	560	1,120	..	..	10	200	15	225	
..	692	1,186	..	..	..	...	6	56	
..	..	..	..	...	..	..	...	..	
..	..	..	7,704	9,755	3,611	42,428	58	624	
..	..	..	..	..	..	..	...	..	...
..	..	..	..	...	..	..	4,950	39,800	1,
..	..	..	..	...	...	..	..	..	...
512	10	32	..	...	198	1,477	777	4,498	1,
..	..	..	..	...	18	327	...	..	
..	..	..	..	...	...	..	...	..	...
...	..	..	17,600	15,000	19	475	10	120	
80	...	..	116	58	1,618	31,284	1,099	21,980	
..	..	..	..	..	78	1,743	261	2,768	
..	...	..	...	..	..	..	...	..	
302	..	..	...	..	11	200	..	..	
..	..	..	..	..	..	..	...	..	

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ANEOUS.	TOTAL.	
Value.	Quantity.	Value.
Rs.	Mds.	Rs.
77,991	70,065	16,43,882
12,139	204,015	18,96,200
4,669	8,724	1,68,246
544	4,123	2,31,486
...	12,867	3,87,261
..	16,019	2,00,386
30,873	92,450	12,45,312
75	8,341	1,13,381
1,022	31,004	5,02,400
1,208	11,302	1,12,234
19,330	64,293	5,01,752
9,596	115,672	30,49,730
2,989	5,317	76,581
15,438	20,615	1,45,757
18,846	20,407	2,61,571
7,330	14,864	1,57,833
25,904	20,421	7,63,343
5,580	154,484	5,89,461
3,172	2,637	68,105
24,400	24,421	3,52,271
11,078	58,937	10,01,401
1,96,752	148,060	16,35,150
810	13,976	92,129
351	3,847	1,33,354
261	28,227	1,15,804
108	5,169	42,927
11,028	28,012	2,03,350
..	..	..
3,000	76,845	2,01,525
...	45	720
13,952	11,830	1,17,522
26	96	666
...	300	750
135	19,741	24,591
85,790	156,458	13,32,812
3,633	55,727	3,43,330
..	..	..
196	2,298	8,216
..	132	11,643

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Cattle.		Sheep.		Timber and Wood.		Ghee and Oil.		Coco
o.	Value Rs.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.
47	790	30	60	1 078	1 435	87	1 214	1 341
177	2 08 999	1 237	3 321	3 360	4 912	746	18 504	1 153
..	...	10	15	1 004	1 694	686	13 657	7 518
545	2 48 697	1 323	3 230	131	562	343	8 723	219
769	4 58 486	2 600	6 626	5 573	8 603	1 862	42 098	10 231
058	68 123	3 889	9 322	2 477	8 098	792	21 229	..
..	..	587	1 196	100	25	307	3 871	306
058	68 123	4 476	10 518	2 577	8 123	1 099	25 100	306
239	46 715	13 563	19 701	10 212	3 510	708	18 126	6 360
042	13 613	1 71.	2 540	..	..	¼	6	4
358	8 150	..	...	..	...	10	248	..
639	68 508	15 275	22 241	10 212	3 510	718¼	18 380	6 364
480	44 058	29 655	93 625	97 719	88 982	4 999	1 14 833	...
490	6 418	280	400	...	..	7	196	...
979	1 16 226	445	570	..	..	480	13 544	...
949	1 66 702	30 340	94 595	97 719	88 982	5 486	1 28 573	...
415	7 61 819	52 691	1 33 980	1 16 081	1 09 218	9 165	2 14 151	16 901
812	5 60 828	57 204	1 40 071	1 26 599	1 30 031	9 959	2 23 727	29 840
450	9 489	1 030	2 235	191	462	517	9 093	1
078	1 52 872	1 045	2 691	12 622	23 585	2 707	44 693	3
1	60	3	7	7 785	12 225	16 411	3 48 514	338
339	55 096	..	..	8 845	19 485	1 460	22 487	2
868	2 17 517	2 078	4 863	29 443	55 757	21 095	4 24 781	409
122	4 918	..	...	70	324	..	..	3
191	2 123	..	...	68 239	1 82 309	51	991	1
313	7 039	..	..	68 309	1 82 633	51	991	3
569	69 492	242	511	861	1 269	24	856	27
80	1 375	...	..	..	...	..	..	...
..	.	..	..	..	..	..	..	...
649	70 867	242	511	861	1 269	24	856	27
179	5 445	1 850	4 029	400	400	12	240	1 66
..	...	...	...	..	..	...	..	...
54	1 002	...	..	..	...	...	...	22
233	6 447	1 850	4 029	400	400	12	240	1 89
063	3 01 870	4 170	9 403	99 013	2 40 059	21 182	4 26 868	2 61
999	2 69 136	3 912	10 929	1 50 635	3 74 586	22 725	4 45 894	6 05

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nuts.	Miscellaneous.		Total.	
Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
14 583	1 319	2 541	34 483	4 10 278
13 335	24 786	17 552	1 88 869	14 28 784
1 03 810	77 409	3 07 464	8 77 492	52 83 218
2 728	1 160	14 246	81 597	9 67 782
1 34 456	1 04 674	3 41 803	11 82 441	80 90 062
..	6 400	25 289	36 641	4 08 277
1 924	1 581	8 883	29 113	1 39 383
1 924	7 981	34 172	65 754	5 47 660
36 272	14 533	47 772	10 03 515	23 62 724
200	..	..	6 366¼	69 126
..	84	1 808	32 309	1 13 122
36 472	14 617	49 580	10 42 190¼	25 44 972
..	20 017	58 177	6 60 790	31 41 174
...	119	305	1 269	9 707
...	1 641	4 397	24 770	2 89 908
..	21 777	62 879	6 86 829	34 40 789
1 72 852	1 49 049	4 88 434	29 77 214¼	1 46 23 483
2 92 869	2 14 002	8 88 585	33 46 368	1 66 60 848
114	3 741	10 269	37 116	4 50 348
96	18 711	38 073	1 53 060	16 97 941
4 970	96 730	3 75 371	5 73 830½	50 34 926
664	11 282	23 936	76 886	5 00 529
5 844	1 30 464	4 52 649	8 40 892½	76 83 744
960	1 563	7 489	16 411	1 72 797
24	1 451	3 696	72 425	1 97 004
984	3 014	11 185	88 836	3 69 801
3 245	5 110	80 195	1 53 382	13 01 228
..	...	...	282	3 280
..	152	320	226	1 942
3 245	5 262	80 515	1 53 890	13 06 450
14 885	3 449	48 511	93 209	9 83 670
..	1	8	3 147	6 047
2 534	256	568	9 366	70 336
17 419	3 706	49 087	1 05 722	10 60 053
27 492	1 42 446	5 93 436	11 89 340	1 04 20 048
52 555	1 57 895	7 44 002	10 37 390	1 51 56 666

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s.	Cattle.		Sheep.		Timber and Wood.		Ghee and Oil.		Q
Value Rs.	No.	Value Rs.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	
..	...	..	..	..	8 620	4 310	5 557	1 11 140	
4 350	858	17 530	13 543	45 530	12	6	519	10 480	
..	427	6 019	25 118	32 586	85	25	419	7 144	
141	15 637	86 557	..	...	..	..	...	..	
..	137	1 370	..	..	48	168	24	320	
2 128	4 782	53 329	12 711	18 415	286	190	601	10 207	
6 619	21 841	1 64 805	51 372	96 531	9 051	4 699	7 120	1 39 291	
1 950	766	36 480	1 179	4 276	..	..	490	5 618	
..	..	..	..	...	...	..	12	279	
..	792	34 922	..	..	1 584	2 660	625	15 114	
1 950	1 558	71 402	1 179	4 276	1 584	2 660	1 127	21 011	
20	299	67 897	3 371	7 689	70	140	169	4 999	
231	1	38	1	3	25 922	77 976	5 929	1 00 793	
251	300	67 935	3 372	7 692	26 062	78 116	6 098	1 05 792	
4 540	...	..	10	15	1 004	1 694	686	13 657	
100	5 177	2 08 999	1 237	3 321	3 360	4 912	746	18 504	
..	47	790	30	60	1 078	1 435	87	1 214	
80	9	280	1 427	2 860	...	...	...	...	
10	206	3 152	1 150	1 705	..	..	13	325	
92	6 545	2 48 697	1 323	3 230	131	562	343	8 723	
4 822	11 984	4 61 918	5 177	11 231	5 573	8 603	1 875	42 423	
630	2 058	68 123	3 889	9 322	2 477	8 098	792	21 229	
..	..	..	587	1 196	100	25	307	3 871	
630	2 058	68 123	4 476	10 518	2 577	8 123	1 099	25 100	
12 390	710	6 348	190	328	..	...	115	1 378	
..	289	3 492	...	..	..	..	..	..	
12 390	999	9 840	190	328	..	..	115	1 378	
26 662	38 740	8 44 023	65 766	1 30 626	44 847	1 02 201	17 434	3 34 995	
3 48 815	37 111	7 02 703	75 875	1 23 309	73 544	1 68 182	19 819	4 55 131	

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Cocoanuts.		Miscellaneous.		Total.	
Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
4 965	89 370	...	..	3 30 276	41 82 352
171	3 120	248	1 872	7 004	1 48 870
8	132	2 030	6 876	20 781	1 51 142
..	...	802	2 561	3 223	1 27 286
..	..	203	3 949	12 032	30 931
...	..	5 116	51 707	2 66 356	11 79 974
5 144	92 622	8 399	66 965	6 39 672	58 20 555
..	..	2 601	30 327	2 52 106	2 39 32 050
..	..	...	...	1 090	4 693
35	297	85	1 160	85 645	3 60 790
35	297	2 686	31 487	3 38 841	2 42 97 533
60	550	1 839	6 109	23 164	2 56 214
41 366	3 30 928	1 30 498	3 91 494	7 42 616	2 12 62 118
41 426	3 31 478	1 32 337	3 97 603	7 65 780	2 15 18 332
7 518	1 03 810	77 409	3 07 464	8 77 492	52 83 218
1 153	13 335	24 786	17 552	1 88 869	14 28 784
1 341	14 583	1 319	2 541	34 483	4 10 278
396	3 011	196	1 882	5 460	72 629
695	6 950	997	7 062	15 160	2 53 760
219	2 728	1 160	14 246	81 597	9 67 782
11 322	1 44 417	1 05 867	3 50 747	12 03 061	84 16 451
..	..	6 400	25 289	36 641	4 08 277
306	1 924	1 581	8 883	29 113	1 39 383
306	1 924	7 981	34 172	65 754	5 47 660
18 171	1 07 377	3 853	43 859	29 384	4 99 839
30	150	664	7 130	1 08 405	5 70 029
18 201	1 07 527	4 517	50 989	1 37 789	10 69 868
76 434	6 78 265	2 61 787	9 31 963	31 50 897	6 16 70 399
1 12 491	10 64 986	8 42 501	65 86 468	41 40 308¾	7 26 08 311

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Coco	
Quantity Mds.	
415	
25 387	
92	
25 894	
..	
703¼	
703¼	
1 619	
..	
1 619	
...	
28 216¼	
16 901	
..	
130	
223	
353	
226	
61	
287	
49	
1 062	
1 748	
2 610	

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Cocoanuts.

Quantity Mds.	Value Rs.
4 965	89 37
171	3 1
8	1
..	...
..	..
...	..
5 144	92 6
..	..
..	..
35	2
35	2
60	5
41 366	3 30 9
41 426	3 31 4
7 518	1 03 8
1 153	13
1 341	14
396	3
695	6
219	2
11 322	1 44
..	.
306	1
306	1
18 171	1 07
30	
18 201	1 07
76 434	6 78
1 12 491	10 64

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	Cattle.		Sheep.		Timber and Wood.		Ghee and Oil.		Cocoar	
	No.	Value Rs.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	
35	176	3 191	100	290	436	949	74	1 157	415	
	..	...	..	...	577	1 442	1 029	15 949	25 387	
1	3 276	79 593	443	921	89	32	152	4 054	92	
36	3 452	82 784	543	1 211	1 087	2 423	1 205	21 160	25 894	
00	2 463	1 11 730	2 482	5 808	166	787	282	4 772	..	
	16	228	893	1 776	3 604	8 166	321½	4 122	703½	
00	2 479	1 11 967	3 375	7 674	3 770	8 953	603½	8 894	703½	
	2 627	26 936	9 380	17 610	152	430	8 314	61 349	1 619	
	25	7 504	..	...	..	...	1	31	..	
	2 652	34 440	9 380	17 610	152	430	8 345	61 380	1 619	
75	1 130	7 751	39 228	40 711	80	16	430	8 032	...	
21	9 713	2 36 942	52 526	67 206	5 089	11 822	10 643½	99 466	28 216½	
51	40 415	7 61 819	52 691	1 33 950	1 16 051	1 09 218	9 165	2 14 151	16 901	
57	285	9 795	170	565	496	1 389	672	13 465	..	
	...	...	..	..	7 480	22 440	22 584	4 51 680	136	
	30	1 237	10	20	6 119	5 358	249	4 873	223	
57	315	11 032	180	585	14 095	29 217	23 505	4 70 018	359	
00	60	6 000	..	...	...	..	1	25	226	
36	666	6 962	..	...	98 416	79 059	137	2 141	61	
30	727	13 052	..	..	98 416	79 059	138	2 166	287	
20	3 939	44 989	170	330	316	6 308	...	..	40	
	23	2 000	...	...	..	...		..	1 062	
27	5 064	71 073	350	915	1 12 827	1 14 584	23 643	4 72 184	1 748	
03	11 063	3 01 870	4 170	9 403	99 013	2 49 059	21 182	4 25 868	2 610	

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uts.		Miscellaneous.		Total.	
	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
	5 76[illegible]	2 694	3 944	17 988	3 16 842
	55 41[illegible]	89 045	1 33 567	8 33 009	80 27 876
	1 61[illegible]	2 440	2 212	57 317	7 30 606
	62 79[illegible]	94 179	1 39 723	9 08 314	90 75 324
	..	342	9 203	20 482	3 73 102
	2 51[illegible]	3 316	11 636	48 163¼	2 06 174
	2 51[illegible]	3 658	20 839	68 645¼	5 79 276
	13 861	903	3 632	7 64 793	12 93 905
	..	14	358	35 446	96 615
	13 861	917	3 990	8 00 339	13 90 520
	..	4 158	17 084	1 44 311	7 02 645
	79 168	1 02 912	1 81 636	19 21 609¼	1 17 47 765
	72 852	1 40 049	4 88 434	29 77 214	1 46 23 483
	...	1 641	2 892	28 064	4 50 135
	1 906	90 330	1 80 660	8 43 738	73 57 912
	5 258	15 606	21 949	73 685	3 58 707
	7 164	1 07 667	2 05 411	9 45 487	81 66 784
	5 570	1 031	8 392	12 964	1 57 591
	218	4 537	9 564	1 15 027¼	1 42 345
	5 788	5 568	17 956	1 27 991¼	2 99 936
	400	1 507	11 343	1 64 219	9 58 564
	14 266	3 297	7 303	23 029	2 29 677
	27 618	1 18 039	2 42 016	12 60 726¼	96 54 961
	27 492	1 42 446	5 93 436	11 89 340	1 04 20 048

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	Sheep.		Timber and Wood.		Ghee and Oil.		Cocoanuts.		Miscellaneous.	
	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
	..	..	367	184	1 630	34 082	10 933	1 68 496	...	..
	6 631	58 43	1 01 132	50 605	7 905	1 61 159	2 606	40 005	99 014	4 91 038
	2 690	30 990	30	15	221	3 633	177	1 918	1 963	7 422
	..	...	...	...	..	..	2	1	3 844	16 861
	..	..	...	..	...	..	..	...	26	858
	5 440	7 670	251	185	309	4 834	17	191	1 512	12 2.5
	7 1	1 05 903	1 01 782	50 980	10 215	2 03 708	13 785	2 10 537	1 06 35	5 31 407
	701	2 461	...	..	20	440	480	3 840	1 072	10 568
	30	80	1 540	2 896	47	1 628	..	..	90	454
	731	2 541	1 540	2 896	67	2 068	480	3 840	1 162	11 022
	4 289	12 500	273	818	252	6 741	..	..	2 137	8 375
	..	..	5 125	15 375	3 575	60 775	1 19 322	9 54 576	1 62 708	4 89 124
	4 289	12 500	5 393	16 193	3 827	67 519	1 19 322	9 54 576	1 64 845	4 98 199
	..	..	577	1 442	1 029	15 949	25 387	3 55 418	80 015	1 33 567
	101	294	430	949	74	1 157	415	5 705	2 694	3 914
	550	900	119	130	...	...	1 391	9 065	10	326
	..	..	..	..	..	..	915	8 504	2 037	14 759
	443	923	80	32	162	4 054	92	1 612	2 449	2 212
	1 093	2 111	1 197	2 553	1 265	21 160	28 290	3 80 365	96 311	1 54 808
	2 482	5 898	163	787	282	4 772	..	..	342	9 103
	893	1 776	3 604	8 166	321½	4 122	703½	2 512	3 316	11 636
	3 375	7 674	3 770	8 953	603½	8 894	703½	2 512	3 658	20 839
	183	506	..	...	15	171	16 109	1 12 598	3 924	29 2.
	...	..	1 048	265	..	..	481	1 924	12	98
	183	506	1 048	265	15	171	16 590	1 14 522	3 936	29 401
	64 43	1 31 325	1 14 735	81 849	15 902½	3 03 520	1 79 0831	16 61 452	3 76 271	12 43 776
	65 706	1 30 626	44 847	1 02 201	17 434	3 34 995	76 434	6 78 265	2 61 787	9 31 963

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Total.

Quantity Mds.	Value Rs.
5 24 361	67 37 124
2 26 351	9 41 620
20 370	1 84 910
10 430½	2 20 378½
2 436½	4 579
1 59 135	4 88 615
9 43 083	85 77 226½
3 83 596	2 63 45 842
88 703½	10 87 272
8 72 299½	2 74 33 114
6 927	1 24 712
5 82 180	1 87 44 041
5 89 117	1 88 68 753
3 33 009	80 27 873
17 088	3 16 842
4 177	29 038
5 396	53 823
57 317	7 30 606
9 17 887	91 58 184
20 482	3 73 102
48 163	2 06 174
68 645½	5 79 276
27 629½	3 42 703
1 11 401	5 64 228
1 39 030½	9 06 431
35 30 032	6 55 22 981½
4 50 897	6 16 70 399

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REPORT

ON THE

TRADE AND RESOURCES

OF THE

CENTRAL PROVINCES,

FOR THE YEAR

1872-73.

BY

J. H. MORRIS, Esq., B. C. S.,

CHIEF COMMISSIONER.

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MINUTE

BY THE

CHIEF COMMISSIONER

OF THE

CENTRAL PROVINCES

ON THE TRADE RETURNS FOR THE YEAR 1872 73.

SECTION I.

Trade Registration.

The appended tables supply all the information relative to the internal and external trade of these Provinces for year 1872-73, cording to the classification observed in previous years— he three first tables giving the external trade of the three rcles into which the Provinces have been divided; viz., the stern circle, embracing the three districts of the Chhattis-rh country; the Southern circle, the five districts of the agpur country; and the Northern circle, the eleven districts the Jabalpur and Narbada Divisions. The characteristics each of these circles are sufficiently marked in respect of ographical position, population, wealth, agricultural re-urces, &c., to warrant the continuance of their trade being parately registered and considered.

The additional expenditure which this separation involves small, while the information obtained has enabled the Admin-tration to accumulate some valuable knowledge of the extent the important grain supply from Chhattisgarh into the Nag-r country and Berar, and the trade between the two cir-es generally, and so to frame some reliable estimate of what e traffic may be were a railway to be constructed from the agpur terminus to some point near Raipur in the heart of e grain-producing country. The separation is useful also enabling District Officers to watch the flow of trade and ake provision necessary to its development. In the fourth ble the trade between one circle and another is omitted, and e whole external trade of the Province is exhibited.

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In the early years of the Administration the attempt to carry on a system of trade registration on this comprehensive scale involved considerable expense, but since 1870, when through communication between Western and Northern India was established the trade has gradually converged towards the lines of railway, and now almost all the information required is registered and supplied by the Railway Companies. A considerable saving in establishment thus became possible, but there are still many outlets by road and Banjara track, particularly in Eastern Chhattisgarh, which have to be guarded as before. There is no doubt that much traffic escapes registration altogether along such a length of frontier, passable at all points in the open season, and the totals of the traffic tables must be accepted with this reservation.

Section II.

Trade routes.

As may be gathered from what has been said above the principal routes by which the export and import traffic now flows are the two Railway lines,—the "Nagpur extension of the Great Indian Peninsula Railway" connecting the Nagpur country with Bombay, and the main line between Calcutta and Bombay; the Great Indian Peninsula and East India Railways whose termini meet at Jabalpur, connecting the Jabalpur and Narbada Divisions with Northern India and Calcutta on the one side, and with Bombay and the Western Presidency generally on the other. The important part which these lines take in the commerce of the country will be seen by a glance at the Returns. It is the aim of the Administration to complete the road system of the Province, so as to utilize these railways for the purposes of trade to the greatest possible extent. What has been done in this way has been explained in the reports of past years, and the progress made in the year under report will now be briefly adverted to.

One of the most important roads in the system of communications is that connecting the Chhattisgarh grain country with the railway terminus at Nagpur, and except a small gap of some 29 miles it had been mostly completed and open for traffic in the past year. During the year under review the new works carried out on this road were of small importance and inexpen-

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sive, but one important girder bridge and a 10 feet arch in mile 68 were completed. A heavy expenditure of Rs. 76,500 was incurred in remetalling this road during the year, the destruction caused to the metalling by the narrow tire wheels of the country carts being great A very useful metal road was also made across the wide and soft sandy bed of the Wynganga river near Bhandara, at a cost of Rs. 1,859, including a temporary bridge over the river stream for the passage of the traffic in the dry season. The future of this road, however, depends on whether sanction is accorded to the construction of a railway to run parallel to it for 123 miles, the revised surveys for which were undertaken during the year at a cost of Rs. 47,102. As this railway project will not be laid before Government in all the detail required until some time in the current official year it is not necessary to review its merits here, and it may suffice to say it is one of the most urgent needs of the Province, and one on which the development of the Chhattisgarh country mainly depends. The carrying power of the country is not equal to its export requirements, and in a year of good harvests the condition of the country is pitiable in the extreme. The following extract from one of the District Reports is worthy of attention :—"The plentiful harvest added greatly to the stocks in hand, which, as there had been but little exportation during previous years, were already large, and had there been any market open there would have been an immense export ; * * * though the price of almost all our products remained very low the actual amount exported was nearly the same as in the previous year. There is consequently a great surplus stock of agricultural produce, more particularly, of rice in the district, and the complaint of the agricultural population is that though their stores are full of grain they can get no money, and to the poorer ryots who must sell a part of their produce to pay their rents it is a great misfortune."

The road leading from Raipur *via* Bilaspur and Mandla towards the railway terminus at Jabalpur received some attention during the year. The one leading towards Sambalpur and onwards to Binka on the Mahanadi for the trade with Cattack and Ganjam on the Eastern Coast, and those branching off from Bilaspur towards Mirzapur and Sirgaja, have all been kept open by surface repairs.

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The roads converging on Nagpur, the capital of the Province and the terminus of a railway, are, (1) the one just mentioned as connecting it with the Chhattisgarh country, and (2) the Great Northern road connecting it with Jabalpur (160 miles) and onwards with Mirzapur. The largest work on this road was the progress to near completion of the bridge over the Kanhan river near the Military Cantonment of Kamthi. This bridge consists of twelve arches of 80 feet span, and as a single work is one of the largest undertaken by the Department of Public Works in these Provinces. It has been completed and opened in the current official year, and should the Chhattisgarh Railway be sanctioned it is proposed to run the line over it, and thus utilize it for both the Eastern and Northern traffic. The Great Northern road besides was kept in efficient repair, such repairs being economically and expeditiously carried out by the employment of a Steam Roller. (3) The "North Western road" running from Nagpur to Saoner with branches to Chhindwara and Betul. (4) The Southern and Wardha Valley roads bringing Chanda and the cotton country in communication with the railway system. From Chanda southward there is a fair weather cart track towards Sironcha or the Upper Godavari District, by which some traffic is carried on with Cocanada and the Coast districts by river steamers. The works on the Godavari have now been mostly suspended owing to the transfer of the charge to the Madras Government, the expenditure on them during the year having been confined to works indispensably necessary for the preservation of what had been completed in past years, and to the dismantling of buildings and carriage of tools and plant transferred to other Divisions in the Madras Presidency. Communication by river steamer, though at uncertain intervals, is maintained between Rajamandry and Dumagudium at the 1st Barrier for the purposes of a passenger service and traffic.

In the Northern trade circle, bisected as it is by the Calcutta and Bombay railway, the road system is mainly of a supplementary character, short railway feeders having been constructed or being under construction in almost every district; but the most important of these is the road connecting Sagar with the Great Indian Peninsula Railway, on which considerable progress was effected and much money spent during the year. The road connecting Hoshangabad with the rail-

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way at Etarsi (11 miles) has been remetalled and it is proposed to partly bridge it during the current year.

The total expenditure in the year from Imperial and Provincial funds for all these works, inclusive of repairs, was Rs. 6,26,474. This is the lowest expenditure incurred in the advancement of the road system since the formation of the Province, but this is only the natural result where it is sought to substitute railways for roads, and during the year active operations were carried out on the "Wardha Valley Coal Railway", which will connect the coal fields of Warora with the Great Indian Peninsula Railway line at Wardha. The first 15 miles of this line were nearly completed at the close of the year, and the 16th, 17th and 18th miles were also begun. This with the surveys for the Chhattisgarh State Railway already referred to involved an expenditure of Rs. 10,45,765.

Section III.

Resources of the country.

The resources of the country,—agricultural and mineral, with its manufactures,—have been described in previous reports, and it will therefore suffice if I briefly refer to the agricultural out-turn of the season under review.

The area under cultivation during the year was estimated to be 13,608,016 acres. Returns have, however, only been received for 18 districts, for the district of Sambalpur, in which Settlement operations are being carried on, has as yet furnished no estimates.

The average under each crop is exhibited in the following table :—

	Acres.
Rice	3,415,418
Wheat	3,548,653
Other food grains ...	4,805,344
Oil-seeds	810,799
Sugar-cane	83,777
Cotton	719,767
Opium	5,859
Fibres	15,031
Tobacco	51,798
Vegetables	42,433
Other crops	109,466

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It must be borne in mind that these figures represent the land under cultivation in the khalsa only, for the Feudatory States do not, while only some of the Zamindaris attached to the various districts furnish village papers.

As compared with the previous year, there has been an increase in the land brought under the plough, amounting to nearly 250,000 acres. The increase has been in land sown with rice, wheat, other food grains, oil-seeds and cotton; the area under sugar-cane, fibres, vegetables and others, showing a decrease.

The average produce per acre of rice is given for—

	lbs.
Raipur	602
Bilaspur	426
Balaghat	360
Chanda	675
Bhandara	448
Seoni	654
Of wheat for—	
Sagar	324
Hoshangabad	267
Jabalpur	600
Narsinghpur	440
Raipur	432
Of cotton for—	
Wardha	40
Nagpur	21
Raipur	52

Taking the Province as a whole, it may said that the harvests were good everywhere except in the Murwara Tahsil of Jabalpur and the Hatta Tahsil of Damoh, where they were poor; and in the districts of Nagpur, Wardha and Chanda, where they were only fair.

Iron.

Little can be added to the description of the iron resources of the Provinces beyond what was given in the last Report, except that during the year the Province has been visited by Mr. H. Bauerman, a skilled metallurgist deputed by Her Majesty's Secretary of State for India to examine and report on the

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feasibility of establishing Iron works in India, and the following is extracted from his preliminary report:—"Hematite of Chanda. There are two localities about 5 miles apart known as Lohara. At the eastern one there is a mass of dense red hematite and magnetite more or less silicious forming an isolated hill which rises to about 120 feet above the level of the surrounding country. This mass would probably yield from 300,000 to 500,000 tons without going below the surface. The second or western Lohara is similar in character but smaller in extent. These ores are about 45 to 50 miles from Chanda, and would become of great value in the event of iron making becoming general in India, as they would be used for fettling puddling furnaces and for mixing with the poorer ores of other districts. * * *

"The brown hematite of the Narbada Valley which is found in limestone about 25 miles north of Gadarwara is, as regards quality, about the best of the Indian ores that I have seen. If good coal were to be discovered by the boring at Gadarwara that station would form a good site for an iron work, producing small bar and sheet-iron and similar high classed products. * * * The best native iron is made from the Narbada ore, and it is probable that the manufacture will continue to flourish in this district as the demand for native made iron seems to continue even in districts that can be supplied with English and Swedish bars." * * *

The prospects of large iron works being set up at either or both these places depend so much on the final result of the coal operations at Warora and Gadarwara that it would be premature to speculate on the subject now. Since Mr. Bauerman has left, coal has been reached at Warora, but that is all that can be said at the present time, the quality of the coal and its fitness for blast furnaces and the like remain to be decided. At Gadarwara the borings are still in progress, and some time will yet elapse before the extent and quality of the coal beds can be reported on.

Manufactures.

Nothing new can be said under this head. There are no manufactures peculiar to the Central Provinces, and no particular excellence can be assigned to the produce of any one of the

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industries practised here, except perhaps the tissue work of Burhanpur and the richly embroidered wearing apparel maufactured in parts of Nagpur and Bhandara. These command an extensive foreign (Indian) demand, in fact the weaving industry is the only one the out-turn of which enters largely into the export traffic of the Province. It is not possible to offer any certain statistics of the extent of the weaving trade, practised as it is in a piecemeal fashion all over the Province. It is nevertheless the main local industry, and commands a large market notwithstanding the competition with Manchester goods and the disturbing fluctuations in the cotton market. The coarse made native cloth will no doubt long continue to be in general demand, owing to its more durable qualities and also to the fact of its being manufactured in a form adapted for native wear.

Section IV.

The actual Import and export trade.

In the Eastern circle the aggregate external trade is in advance of that of the year previous both as regards imports and exports.

Imports.

	Quantity, Maunds.	Value, Rs.
1871-72 ...	... 313,680	20,85,373
1872-73 ...	... 363,387	24,20,473

Exports.

	Quantity, Maunds.	Value, Rs.
1871-72	... 1,053,584	24,25,701
1872-73	... 1,348,074	25,99,666

The increase in the imports is mainly in the items of salt and plough cattle, and in the exports in food grains, hides and horns. These four items in fact almost make up the bulk of the Chhattisgarh trade.

The food grains exported were—

	Maunds.
Wheat	458,413
Rice	562,807
Other grains	157,167
Total ...	1,178,387

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nearly 44,000 tons. The export was mainly towards Nagpur, ere it is stored for local consumption or re-exported by rail Berar and the Western Presidency. The cost of transport cart is a great bar to the development of export from hattisgarh, although it has been much facilitated of late by advanced state of the Eastern road.

In the Southern or Nagpur trade circle there is a small rease in the imports, and a slight decrease in the exports.

IMPORTS.

	Weight, Maunds.	Value, Rs.
1871-72 ...	1,921,609	117,47,765
1872-73 ...	2,173,163	120,27,868

EXPORTS.

	Weight, Maunds.	Value, Rs.
1871-72 ...	1,260,726	96,54,961
1872-73 ...	1,254,732	84,09,756

Among the imports the increase has occurred mostly in t and hardware from Bombay, and in food grains, hides d horns from Chhattisgarh; the increase in these items ng counterbalanced by short receipts in oil-seeds, English ce-goods and several other articles. Among the exports, e decrease was mainly in short exports of cotton, which fell m 212,354 maunds to 162,881 maunds; oil seeds, ghee and , &c., were also exported in lesser quantities. The short port of cotton was the most serious item, as it caused a loss above 13 lakhs of rupees. The cotton crop of the year s not a good one, owing to excessive rain early in the son. The range of prices was also low, and further dis-raged exportation, and this reacted unfavourably on the de in piece-goods, a smaller quantity of Manchester goods ng taken, and a smaller exportation of country manufactured ths being made.

In the Northern circle there is a decrease in both imports d exports as compared with the year previous :—

IMPORTS.

	Quantity Mds.	Value Rs.
1871-72 ...	2,637,408	553,92,476
1872-73 ...	1,749,772	546,40,869

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EXPORTS.

	Quantity Mds.	Value Rs.
1871-72 ...	4,500,391	659,37,313
1872-73 ...	2,968,033	556,16,236

Among the imports the decrease runs through almost every item belonging to the trade proper of the country, and but for counterbalancing increases in the import of railway material and opium in transit through to Bombay the decrease as compared with the preceding year would have been much more marked. The heaviest losses are in sugar, salt, piece-goods, silk, cocoanuts, &c. The considerably lower importation of food grains was of course due to the ample harvests of the year in the Narbada Valley and generally throughout the circle, and so far the apparent loss was in reality a gain. The smaller importation of sugar is not so easily explained. The Customs Department attributes the falling off in the sugar trade to the year being considered not propitious for marriages, while some District Officers think there was some overtrading in sugar in the year previous.

These explanations to some extent also account for the decrease in the aggregate of the export trade, sugar, salt, piece-goods and other articles in more or less degree being imported for re-export to the Central India States and elsewhere. Cotton, country cloth, grain and other local produce, show favourably in the returns.

To turn now to the Boundary circle return, which gives the external trade of the Province as a whole, excluding what passes from one circle to another, the totals for the year compared with those of the year previous stand as follows:—

IMPORTS.

	Quantity Mds.	Value Rs.
1871-72 ...	3,630,062	655,22,984
1872-73 ...	2,699,801	649,00,128

EMPORTS.

18717-2 ...	5,672,373	745,16,191
18727-3 ...	4,048,976	623,77,776

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It will not be necessary to repeat the explanation already given of the increases and decreases in the several articles of traffic which re-appear in these Provincial totals, but it may be noted that while the loss appears to be serious it is mostly made up of a shorter supply of sugar from Mirzapur intended for re-export to the Central India States, and to the large importations of grain from Malwa in the previous year not being required in a year of full harvests. The fact is that while the grain trade of the country required fewer supplies from foreign sources it sent away more of its own produce; in other words, while in the previous year it took 769,614 maunds of grain of all kinds, it took in the year under report only 202,420 maunds, and while in the previous year it exported 2,247,080 maunds, it this year exported 2,261,714 maunds. The loss in the cotton exports has already been referred to, and the fluctuations in the other items need not be more particularly noted.

Excluding the through trade, the net external trade of the Province may here be compared with that of the three previous years:—

IMPORTS.

	Tons.	Value, £.
1869-70	.. 151,618	4,086,222
1870-71	... 114,611	3,894,797
1871-72	... 132,163	4,124,578
1872-73	.. 97,656	3,990,155

EXPORTS.

	Tons.	Value, £.
1869-70	... 85,426	3,058,243
1870-71	.. 120,578	3,070,447
1871-72	... 217,975	3,969,968
1872-73	... 146,913	2,945,337

This comparison shows some falling off only with reference to the totals of 1871-72; with the two previous years the comparison is not unfavourable. Taking imports and exports together, the following comparison may be

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instituted with the past years for which there are compiled statistics :—

		Tons.	Value, £.
1863-64	..	102,341	3,909,008
1864-65	..	134,719	4,386,251
1865-66	..	136,265	5,519,766
1866 67	..	175,561	6,517,864
1867-68	...	196,432	6,110,897
1868-69	...	209,089	6,795,263
1869-70	..	237,044	7,144,465
1870-71	...	235,189	6,965,244
1871-72	...	350,138	8,091,546
1872-73	...	244,569	6,935,492

In 1863-64 the railways now running into and through the Province were hundreds of miles away from our western and northern frontiers, and with the slow and costly means of transport then available, the gross trade was in round numbers 100,000 tons, valued at £4,000,000; now, ten years later, with railway communication open with Western and Northern India, it has only doubled, and judging from the figures of the last few years, (after allowing for the disturbing fluctuations of the grain trade in bad years) there seems little hope of material increase. It is true there has been some advance in the export trade of hides and horns, dyes, silk cocoons and forest produce, but this being essentially an agricultural country no material advance can be hoped for until facilities are provided for the transport of the large stock of surplus grain raised from the area now under cultivation. With the fall in prices consequent on the re-establishment of the American cotton trade there can be little expansion in the cultivation of cotton. In the development of agriculture only, and by the provision of means of cheap and rapid transport, is there hope of much progress; and to this end it has been proposed to construct a line of railway from the terminus at Nagpur to the grain country of Chhattisgarh. I have already alluded to this railway project, as one of the most urgent needs of the Province, and as the statistics of the existing trade on this line now carried by carts and pack bullocks, and without allowing for the certain expansion of the traffic, prove that a light railway can be worked on it with

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, I earnestly trust that on the re-submission of this ct in all the detail required by Government, the sanction e Secretary of State so long withheld may at last be rded to it.

J. H. MORRIS,

CHIEF COMMISSIONER.

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ttle.	Sheep.		Timber and Wood.		Ghee and Oil.		Cocoanuts.	
Value Rs.	No.	Value Rs.	Quantity Mds.	Value. Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
2,138	80	90	132	284	64	1,087	311	3,331
..	..	..	2,543	5,510	1,367	23,239	20,436	2,18,665
71,020	185	383	600	325	102	3,349	44	1,015
73,158	215	473	3,275	6,119	1,533	27,675	20,791	2,23,011
31,953	556	1,338	34	377	92	1,315	...	..
67	100	200	..	...	309½	4,070	471	787
32,020	656	1,538	34	377	401½	5,385	471	787
33,579	12,603	17,043	128	284	3	80	457	3,414
...	...	...	..	..	...	..	..	..
33,579	12,603	17,043	128	284	3	80	457	3,414
5,020	24,403	42,435	410	82	164	3,280	..	..
1,43,777	37,877	62,549	3,847	6,862	2,101½	36,420	21,719	2,27,212
2,36,942	52,526	67,206	5,089	11,822	10,643½	99,466	28,216½	3,79,168
12,282	584	2,186	518	1,288	379	6,532	..	..
...	..	..	10,061	25,152	15,731	3,71,360	18	210
1,400	...	..	9,782	6,653	64	712	27	599
13,682	584	2,186	20,361	33,093	16,174	2,78,604	42	809
5,263	...	...	...	..	60	608	..	8
4,762	...	...	94,666	1,50,164	...	..	24	19
10,025	...	...	94,666	1,50,164	60	608	24	27
59,388	...	...	252	5,251	1	20	2	14
...	...	...	...	..	...	...	1,201	9,608
83,095	584	2,186	1,15,279	1,88,508	16,235	3,79,232	1,269	10,458
71,078	350	915	1,12,827	1,14,584	23,643	4,72,184	1,748	27,618

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Miscellaneous.		Total.	
Quantity Mds.	Value. Rs.	Quantity Mds.	Value. Rs.
2,345	4,233	15,107	1,63,224
73,415	1,32,147	9,13,596	87,80,102
928	2,204	45,800	4,41,908
76,688	1,38,584	9,74,503	93,85,234
286	6,520	10,653	98,318
1,653¼	6,471	27,876	1,41,388
1,939¼	12,991	38,529	2,39,706
498	1,114	9,70,960	15,35,708
..	...	54,043	1,77,524
498	1,114	19,25,003	17,13,232
3,849	14,052	1,35,128	6,89,696
82,974¼	1,66,741	21,73,163	1,20,27,868
1,02,912	1,81,636	19,21,609¼	1,17,47,765
1,380	2,693	21,202	3,49,727
78,066	1,56,132	7,86,863	59,80,894
17,775	25,707	72,467	2,64,915
97,221	1,84,532	8,80,472	65,95,536
940	2,157	5,112	76,184
4,059	9,613	1,13,594¼	4,05,372
4,999	11,770	1,18,706¼	2,81,556
1,497	23,442	2,26,659	11,21,713
1,106	7,201	28,895	2,10,951
1,04,823	2,26,945	12,54,732¼	84,09,756
1,18,039	2,42,016	12,60,726¼	96,54,961

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Horses.		Cattle.		Sheep.		Timber and Wood.		Gh
No.	Value Rs.	No.	Value Rs.	No.	Value Rs.	Quantity Mds.	Value. Rs.	Quant Mds
7	210	3	15	1	2	260	130	7
7	1,780	...	..	5,874	20,559	510	360	
...	...	3,209	20,886	28,791	37,705	192	80	
7	105	12,668	94,330	...	...	...	...	
...	...	948	9,144	2,516	3,457	2	3	
21	2,095	16,828	1,24,375	37,182	61,723	964	573	9
5	412	1,027	14,377	519	1,526	584	2,920	
30	1,800	50	1,500	160	270	2,598	4,183	
35	2,212	1,077	15,877	679	1,796	3,182	7,103	
4	51	693	12,762	3,337	10,220	..	...	
163	35,534	...	...	...	...	7,682	23,046	3
167	35,585	693	12,762	3,337	10,220	7,682	23,046	3
12	360	...	...	...	...	2,543	5,510	1
3	91	79	2,138	30	90	132	284	
...	...	..	...	2,990	4,831	120	78	
2	110	22	300	...	..	...	...	
2	40	2,816	71,021	185	383	600	325	
19	601	2,917	73,458	3,205	5,304	3,395	6,197	1
..	...	793	31,953	556	1,338	34	377	
..	...	6	67	100	200	...	...	
..	...	799	32,020	656	1,538	34	377	
5	3,500	81	1,205	1	1	..	...	
58	1,079	254	6,436	49	62	1,222	1,132	
63	4,579	335	7,641	50	63	1,222	1,132	
305	45,072	22,649	2,66,133	45,109	80,644	16,479	38,428	15,
577	17,765	23,774	3,60,610	64,432	1,31,325	1,14,735	81,849	15,

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Miscellar	ee and Oil.		Cocoanuts.		Miscellaneous.		Total
Quantity Mds.	ity	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value. Rs.	Quantity Mds.
2,345							
78,415							
928	764	1,39,752	5,430	70,490	32,146	1,92,876	8,82,107
	711	13,848	585	8,280	1,590	3,794	9,679
76,688	317	6,215	409	3,578	7,507	16,996	41,902
	418	2,087	...	..	358	1,126	2,485
286	555	10,609	54	461	2,773	19,896	1,36,908½
1,653½							
	765	1,72,511	6,478	82,809	44,374	2,34,688	5,72,181½
1,939½							
	382	4,022	...	..	3,671	40,740	1,65,651
498	33	699	...	..	59	1,445	58,813½
	415	4,721	...	..	3,730	42,185	2,24,464½
498							
	51	1,676	...	..	6,083	19,314	12,734
3,849	600	1,18,800	96,742	7,73,936	1,41,624	4,24,872	7,44,848
	651	1,20,476	96,742	7,73,936	1,47,707	4,44,186	7,57,582
82,974½							
1,02,912							
	367	23,239	20,436	2,18,665	73,415	1,32,147	9,13,596
	64	1,087	311	3,331	2,345	4,233	15,107
	2	23	532	2,861	223	782	4,330½
	..	...	716	10,880	1,639	17,244	10,676
	102	3,349	44	1,015	928	2,204	45,800
1,380	635	27,698	22,039	2,36,752	78,550	1,56,610	9,89,509½
78,066							
17,775	92	1,315	..	..	286	6,520	10,653
	309½	4,070	471	787	1,653½	6,471	27,876
97,221							
	401½	5,385	471	787	1,939½	12,991	38,529
940							
4,059	4	83	16,725	1,00,355	4,496	40,422	25,946
	...	...	...	..	29	62	91,589
4,999							
	4	83	16,725	1,00,355	4,525	40,484	1,17,535
1,497	771½	3,30,874	1,42,455	11,94,639	2,80,825½	9,31,144	26,99,801½
	992	3,03,520	1,79,080	16,66,352	3,76,271	12,43,776	36,30,062
1,106							
,04,823							
,18,039							

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REPORT

ON THE

TRADE AND RESOURCES

OF THE

CENTRAL PROVINCES

FOR THE YEAR 1874-75,

BY

J. H. MORRIS, Esq., B. C. S.,

CHIEF COMMISSIONER.

NAGPUR:

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MINUTE

BY THE

CHIEF COMMISSIONER

OF THE

CENTRAL PROVINCES

ON THE TRADE RETURNS FOR THE YEAR 1874-75.

I present the usual tables illustrative of this subject for year 1874-75. As in former years the tables have been pared to embrace the period from June to May, *i. e.* from June 1874 to 31st May 1875, the twelve months which e in all the commercial transactions growing out of, or endent upon the agricultural season, which commences with e. In a purely agricultural country where the fortunes of year hang mainly, if not wholly, on the character of the ral rainfall, the trade year may not be considered inaptly begin with the opening of the monsoon in June. Any fail- in the rains – any inequality in their distribution, either in e or time—any superabundance, which is almost as calami- s as drought—any of these or other meteorological varia- ns of a season which affect production, so immediately react trade, that no synoptical view would be possible that did take in a twelve-month embracing the phenomena under h heads. Thus from the first compilation of these annual ade reports it was decided to keep the allied subjects of roduction' and 'distribution' of the same season together, d this is best done by taking the period from June to May the commercial year. This has now been questioned, as in- nveniently clashing with the twelve-month of the official r, April to March, adopted for reporting on other adminis- tive matters. It does so no doubt, and the point will be fur- r considered in connection with the details of the enlarged eme of trade registration in contiguous Provinces now be- e the Government of India. This scheme, which has for its ect uniformity of plan in all Provinces, and co-operation to e extent in the design for presenting a view of the trade ll India, has been drawn up by a Committee of Provincial egates which met at Allahabad during the year, but as the s of the Supreme Government thereon have not yet been ounced, it need not be more fully referred to here and at

NOTE.—Since the above was written the orders of the Government of India have been ved deciding that the trade year shall comprise the twelve-month from July to June, e major points in the scheme still remain for decision.

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this time. Whatever the decision may be as to the twelve-month best suited to comprise a trade year, it is too late now to recast the returns for 1874-75, and they stand therefore prepared as heretofore.

I may note that the system recommended by the delegates will not create the necessity of an entirely new establishment, for the system recommended, that of frontier registration, has been the one hitherto in force. It will however be necessary to increase the existing establishments, and to secure a better and more intelligent class of men. The districts in which I anticipate difficulty in having a really good and efficient staff and one sufficiently numerous to catch all the traffic, are Wardha and Betul, and the Eastern districts, in which traffic is mainly carried on by tandas of Bunjaras. The Government of India has sanctioned the utilization of the Customs line officials in carrying out registration of trade, and in the northern and western portions of the Province their aid will be of much service.

Section I.

Trade Registration.

Nothing new calls for remark under this head—the existing system, described in previous reports, has been continued—the exterior trade of each circle is registered separately and is presented in separate tables marked I., II. and III. in the Appendix. The Province comprises three circles—(1), the districts of the old Saugor and Narbada territories; (2), the Nagpur country; and (3), Chhattisgarh; the trade registered on the outer boundaries of the three circles, excluding that part which is the boundary between each circle, makes up the exterior trade of the Province, and this is represented in a separate table marked IV. This may at first sight appear too elaborate a scheme, and as introducing an element of confusion in the consideration of the real trade of the country, which is its ex-

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terior trade, but the knowledge of the character and amount of the interior trade flowing between circle and circle is for the present of material local importance, particularly is it of consequence, to know the trade between Chhattisgarh and Nagpur, between which places it is proposed to construct a railway. The country moreover has not yet been fully provided with feeder roads to the railway, and it is to the annual record of this interior movement of the trade that reference is made from time to time for determining the relative importance of one road project over another and for the most advantageous apportionment of the available funds for the purpose. Table IV. of the Appendix, however, gives the exterior provincial trade clear of all interior traffic, and the commercial position of the Province can thus be independently examined and incorporated in any review of the Indian trade which it may be in contemplation to undertake.

Registration is effected on the frontiers by moharirs stationed at the more important roads by which the traffic flows inwards and outwards. The establishment during the year cost Rs. 5,304. The trade which is carried by the railway is registered under special arrangements with the Agents of the G. I. P. and E. I. Railways; and for the labour of compilation the payment last year was Rs. 1,092.

Section II.

The trade routes.

These have been sketched in previous reports. The exterior traffic of the Province flows mainly westward by the Great Indian Peninsula Railway line, which bifurcates at Bhosawal in Khandeish and crosses the frontier at Burhanpur in Nimar and at Wardha in the Nagpur Circle; the northward traffic is carried by the East India Railway, linking Jubbulpore with Allahabad: the eastward traffic is partly carried by boat by the Mahanadi, linking Chhattisgarh with Cuttack, and by cart and Bunjara pack bullocks by various lines (unmade fair weather roads) between Chhattisgarh and the Madras Coast districts known as the "Northern Circars." There is little traffic southward, and the Godavari contributes feebly

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towards its accommodation; the trade in this direction after crossing the river outwards at its many fords on the Chanda and Upper Godavari District frontier goes down on fair weather roads along the right bank of the river in the Nizam's territory to below Dumagudium, to which place boats come up from the coast. Besides these there are two important routes towards the Central India Native States, from Nimar and Saugor,—the former along the unfinished Indore State Railway, and the latter by fair weather tracks suitable only for pack bullock traffic. Other minor traffic routes need not be particularised. In my report last year I mentioned that 18 miles of the branch State Railway to link the colliery at Warora to the Nagpur extension of the Great Indian Peninsula Railway at Wardha had been completed and opened for traffic. The 18th mile is little short of Hinganghat—the principal cotton mart in these Provinces, which has thus been placed in direct railway communication with the sea-board at Bombay, and large consignments of cotton have gone down the line from Hinganghat direct from the cotton presses. The works beyond the 18th mile to the 46th have been in hand during the year, and considerably advanced, but it has not been possible to open any further length of the line to traffic—an important bridge over the Wanna stops the way for the present. The expenditure on this line, which is estimated to cost £526,815, was in the year 1874-75 £64,898, bringing the expenditure from the first up to £190,048.

The Chhattisgarh Railway project, which I noticed in last year's report at some length, still awaits the orders of the Government of India. This line has been estimated to cost £674,295, at £5,473 per mile. It is one of the most pressing needs of the Central Provinces, and its claims have been unceasingly represented. Chhattisgarh has been described as the granary of this part of Central India from times long past, and under British administration it has done more than ever perhaps to deserve the name, but confined as it is to cart and pack bullock carriage, it cannot do much, and we have consequently the ever present anomaly of food grains selling at from 150 to 200 per cent cheaper in Chhattisgarh than in Nagpur, only 150 miles off, and where there is railway communication with Bombay. Under the circumstances agricultural development in Chhattisgarh is next to impossible, and

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he comparative inaccessibility to its wealth of surplus food, pre-ents any larger area in the valley of the Wardha being put nder cotton, for which it is so eminently fitted, and for which demand would spring up which would make its production ighly remunerative. What it has been possible to do with he limited funds available for improving the communication etween Chhattisgarh and Nagpur, has been done by the Ad-inistration, and during the year an expenditure of Rs. 75,549 as been incurred on the last two sections of the road, 29 miles length. When these sections are completed the entire ngth of the road from Nagpur, from which point its construc-ion was commenced some years ago, to Raipur, where it ends, ill be open for traffic, the distance being 179 miles.

The other routes next in importance to those provided r by the existing railways, in the improvement of which ex-enditure has been incurred during the year, may be briefly oticed. That running from Jubbulpore *via* Mandla and down he ghats into the grain country of Bilaspur, is through a very ifficult country; something was done to it in past years to ake the ghats at least passable to wheeled carriage, but the ork has now been taken in hand by the Department Public Works, and the initiatary expenditure on it in the year has mounted to Rs. 42,149. It will continue now to receive the ttention it deserves as an important feeder to the railway at ubbulpore. Another important feeder, is that running for 5 miles from the civil and military station of Saugor, in the xtreme north of the Province, to the Kareli Railway Station the Narbada Valley. Though some of the streams have ot yet been bridged, the whole length of the line is open to affic except during high floods, "loop" roads and temporary idges at such obstructions being laid down to pass the traffic. he expenditure on this line during the year has been s. 1,42,695. The long list of petty improvements and repairs existing communications need not be gone through, and the otal outlay of the year on all roads, including the Warora olliery Railway, was Rs. 11,53,090 (£115,309).

There is nothing to notice this year in respect of the odavari Navigation scheme, the works having been transfer-d to the Madras Government, after being for some years un-r this Administration, and having absorbed a large share of s scanty resources.

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Section III.

Resources of the country.

Agriculture.

The area under cereals and other crops throughout the Province in the year, as gathered from the (Patwari) village accountant's papers in the Revenue Department, was,—

	Acres.		Acres.
Rice	3,865,670	Opium.	4,562
Wheat	3,473,376	Fibres.	22,342
Other food grains	5,011,760	Tobacco.	52,358
Oil-seeds.	978,095	Vegetables	52,441
Sugar-cane.	89,206	Other crops	30,144
Cotton.	761,037		

These figures do not include the cultivated area in the Feudatory states, for which there are no survey or other statistics. Rice, jawari (millet) pulses and cotton are the principal autumn crops, and wheat and oil-seeds spring crops. Although rice is grown in almost every district, it is the main crop in Chhattisgarh, and the eastern districts of the Nagpur Division. Wheat is grown universally, but mainly in Hoshangabad, where it is of the very highest quality and in Saugor and Jubbulpore. Jawari, 'great millet', is the staple crop of the districts on the plain south of the Satpura range, the grain being almost the sole food of the labouring classes, and the dried stalk of the plant the forage for cattle. The 'lesser millets,' locally known as kodo, kutki, sawa, &c.. as early autumn crops, are mainly raised in the Satpura hill districts, and is there the staple food of the agricultural labourer. Oil-seeds are very generally cultivated, but somewhat largely in Raipur, Nagpur and Wardha. Sugar-cane, as an artificially irrigated crop, is raised mostly in the contiguous districts of Raipur, Bilaspur and Bhandara ; it is also a favourite crop in the two adjoining hill districts of Chhindwara and Betul. Sugar is nowhere refined in the Central Provinces, but the extract of the cane is sold in its unrefined state as 'gur.' Cotton, of that kind which has gained some reputation in the commercial world, is only raised in the champaign country of Nagpur and Wardha ; inferior qualities are raised elsewhere, mostly in Raipur, Bilaspur, Chhindwara, Narsingh-

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ur and Chanda. Raipur and Bilaspur are the principal to-acco growing districts.

Attempts have been made from time to time to estimate e gross yield of the various crops, but always with little tisfaction as to the result. As regards food grains the very west estimate of outturn per acre yields an enormous rplus over consumption, and very little of that surplus ds its way into the export trade tables. The practice storing vast quantities as a reserve, to be brought out in ars of scarcity, is well known, but it is an uncertain factor the calculations, quite sufficient to deprive an estimate of y real value.

Some general idea, however, may be gained by a scrutiny the character of the season as it affected agricultural ope-tions. In Nagpur and Wardha the rains were continuous most from June to September, and jawari and cotton suffered om over moisture, but the heavy rainfall benefited the spring ops. In Bhandara the season was favourable for rice. Rain ll lighter in Chanda at first, and late heavy falls injured wari and cotton; the rice too was attacked by insects which used considerable damage, but these late rains benefited e spring crops of wheat and linseed. In Balaghat the rain as seasonable, and rice, the principal crop, yielded a full har-vest. In Chhattisgarh the rainfall was full and seasonable cept in parts of Bilaspur and Sambalpur, and on the whole th the autumn and spring crops were up to the average. n the five districts of the Narbada Division, the rains were eavy in Hoshangabad, Narsinghpur and Chhindwara, de-cient in Nimar and Betul, and, ceasing generally early in September, injuriously affected the autumn crops, and reduced the area that whould otherwise have been prepared for the spring sowings. The outturn, however, in Narsinghpur and Chhindwara was not unfavourable for both the autumn and spring harvests; in Betul the autumn crops only yielded a full outurn; in Hoshangabad and Nimar the outturn of both har-vests was below the average. In the Jubbulpore Division the monsoon rain in all five districts was far above the average, continuing from early in June to the middle of Sep-tember; though here and there there was some damage from over moisture, the autumn harvest was favourable, and the

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same may be said of the spring, except that the absence of winter rains caused some failure in the high lying dry tracts. Bearing in mind this chequered character of the season as it affected the different crops in different districts and parts of districts, it may not be a two wide generalization to say, that for the Province, on the whole, the rainfall was above the average, doing some injury to the millet and cotton in heavy soils, but benefiting the rice; and that though there was some absence of winter rains, starving the cultivation in the lighter soils, the abundant moisture of the early part of the season was sufficient to carry the wheat and other spring crops safely through to maturity. Food was consequently abundant and cheap, and exportation as vigorous as in former years, as will be shown further on.

Manufactures.

Cotton cloth.

Restricting the view still to resources in this place, next after agricultural production comes manufactures, and the principal of these is the manufacture of cloth. It is an industry of vast proportions, but being considerably diffused is not easily measurable for statistical purposes. In a few places it is concentrated to some little extent, and here the finer description of native wearing apparel is manufactured for home consumption and for export to other parts of India. The country all round may be said to make its own clothes and to export a good deal to other places. Still hand loom weaving is a declining industry, and one that is marked for gradual extinction with the advancing tide of foreign importations and the growing taste for the more attractive productions of Manchester and now of the Bombay mills. Very soon too a spinning mill will be at full work at Nagpur, designed, it is believed, to meet the very humblest demand for cheap every day wear of the agricultural and labouring classes.

Silk.

Silk cultivation, and its manufacture into silk pieces for native wear, is an industry of smaller dimensions, but one that is capable of indefinite expansion, and the information concerning it is scattered about in various district reports, and letters to and from Government, the Bengal and Bombay Chambers of Commerce, and other official and private gentlemen. In order to present it in an accessible shape, a short resumé will shortly be issued

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showing the information which already exists, the experiment carried out, and the hopes that exist of the industry attaining a considerable development.

It has been established that the tasar worm thrives on the leaves of trees which grow in nearly every district of the Province, and succeeds well in the hands of the castes who make sericulture either their sole occupation or, as is more common, an additional employment. The *modus operandi* is doubtless rough, but it is so far effectual, that the worms are raised and cocoons of silk produced in quantities proportionate to present demands. Experiments which are being carried on have in view the improvement of the silk in its cocoon stage, and it is attempted to produce finer cocoons by a stricter domestication and different feeding of the worm.

Cocoons so raised were sent to the Bengal Chamber of Commerce and to the Superintendent of the Dharwar Jail for manufacture. From the latter officer no reply has as yet been received. The Chamber of Commerce very kindly had the cocoons manufactured into cloth. The cloth was very much superior to any that could be turned out of our home looms and the cocoons were said by Messrs. Ernsthausen and Oesterley, who had the tasar cloth woven, to be of "excellent quality, the silk too produced from them was good and reeled fine." The cloth however was unsightly, being, as it is termed, "gouty," which was thus explained by Messrs. Ernsthausen and Oesterley. "The native who undertook to get the silk woven, says that the gouts were occasioned by the fineness of the thread, which has to be doubled, and in the twisting process given by the hand at the time these kinks are created which form the gouts." Financially the manufacture of thi scloth in Calcutta was a signal failure, as the cost of manufacture was about four times the value of the manufactured pieces in the Nagpur bazar.

An interesting experiment, which was very carefully watched, was made by the Deputy Commissioner of Sambalpur, a district in which tasar manufacture is more largely carried on than in most others, and the Deputy Commissioner thinks that there is fair hope of our being able to introduce

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the Chinese silkworm into his district. The climate of Sambalpur approaches pretty closely that of portions of lower Bengal where the rearing of the China worm has long been an important industry, and a large supply of eggs was received a few months ago. Should the introduction of the China worm be feasible and the cocoons produced by it be of average size and quality, it may be worth while to establish mulberry gardens at different places in the Sambalpur district and make a systematic effort to introduce the industry among the people. It may be noted that mulberry trees thrive well in the Sambalpur public garden.

Lac.

The propagation and trade in lac in the Central Provinces are referred to in paragraphs 18 and 19 of Mr. J. E. O'Connor's note, distributed last year by the Department of Revenue, Agriculture and Commerce. Not much more can be said at the present day on the subject, but it may be noted that a small experiment was undertaken by the Forest department during the year for its artificial cultivation in a selected part of the Satpura reserve. The seed lac was applied to 1,174 trees, and the insects had taken well, but the crop will not be due till November next. Another experiment was tried in the southern forest, but unfortunately failed through fire getting in and sweeping under the trees : In the central forest division it is intended to gradually extend the area now occupied by the insect up to 4 or 5 square miles. The Conservator writes with reference to those experiments. "I now look forward with tolerable certainty to raising from this source in the course of a few years a very considerable revenue."

The cost of collecting lac in the forest is reported by the Assistant Conservator of the Satpura forest to average Rs. 4-1-11 per maund, and the price realized in the nearest market was Rs. 20 per maund. "Eventually," he writes, "if the propagation succeeds, the cost of collection should be merely nominal, as the lac would be gathered in one situation, instead of being searched for over large forest areas as at present."

Earlier in the year, at the suggestion of the Deputy Commissioner of Hoshangabad, an experiment for the propa-

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gation of lac in the Malini forest of that district was sanctioned. The forest was reported as one offering many facilities for its successful cultivation, and the result with be carefully watched.

Tobacco.

The cultivation of tobacco is carried on almost all over the country in small richly manured patches near village sites ; and even in Raipur, where so large an area is given to the crop, it is carried on in much the same way. The quality of the indigenous varieties, if there are varieties, is considered inferior, and by foreigners especially so. Still it is not an easy matter to introduce an exotic or superior variety, for so much depends on the after processes in preparing the leaf for market, and the risk of failure from ignorance of those processes is so great that few agriculturists would undertake the cultivation.

The distribution of foreign seed in past years has thus come to nothing. Two experiments conducted during the year, one by the Deputy Commissioner, Chanda, and the other by the Superintendent Model Farm, may, however, be worth noticing.

The Chanda experiment was with seed obtained from the Godavari district of Coconada, in the Madras Presidency, where the much prized " Lunka" tobacco is manufacted. A full description of the experiment has been sent to the Government of India, and it will suffice to say here that the crop of leaves was a full one, and that quantities taken off the different plots have been sent to Dindigul to be manufactured into cigars, and also to the Chemical Analyst to be reported on. In the Model Farm the experiment was with Virginian and Burma seed. The returns were 390 and 340 lbs. respectively per acre, and the quality of the leaf apparently good, but the Superintendent, writing with reference to native taste, says " the flavour was considered weak, and this was attributed to the plants being cultivated on cotton soil. The rate at which it was sold was 12 seers to the rupee. As far as I could judge, the shed cured tobacco had the best colour, but as we have to deal with native taste it is clear

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that when you get good colour and mild flavour you may expect that it will be in this country pronounced fit only for snuff." The experiment will be continued this year, and the Superintendent will be asked to have the samples analyzed.

Coal at Warora.

Of other manufactures it may not be necessary to say more than what has been recorded in previous years, and I will now pass to the important subject of coal. At the close of last year the shaft for working the coal deposits at Warora had reached a depth of 180 feet, after having pierced through a coal seam of 3½ feet, but as boring had antecedently proved the existence underlying of two other seams, the shaft was sunk during the year to 201 feet through one of the seams, of 15 ½ feet in thickness, but here the "come of water," as it is called, stopped progress till greater pumping appliances were put up, and meanwhile galleries were run into the second seam to 130 feet in length ; as these proceeded, however, fresh fissures were cut, and the influx of water was then so great as to stop work, and it was only towards the close of the year that a new pumping engine was fitted and put into position, and work in the galleries was resumed, and these have been driven in various directions about 415 feet. During the year a second, or what is called a winding shaft, had been sunk, and some 80 feet of this remain before the second seam of caol is reached. It will be seen from this that although a good quantity of coal was put out, the pits were not in full work, and in fact may be said to be not quite finished, nor will they be till the second, or winding shaft, is complete.

The boring put down during the year has increased the estimate of available coal in this field to about double what it was considered when writing last year. It is now estimated to be about 40 million tons, or sufficient at an output of 500 tons a day to last for 260 years.

Further trials of this coal in the locomotives of the Great Indian Peninsula Railway have proved it to be, 198 lbs. of Warora coal equal to 177 lbs. of English, the difference in favour of this latter being only about 11 per cent. But the quantity sent for experiment, 54 tons, included all that was available at the pit mouth, good and bad, with

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"a lot of dirt and stone which had got mixed up with the coal excavated." This was to be regretted, as the Engineer who conducted the experiments writes—"The cause of all the "trouble was owing to the 'clinker,' which I attribute to the "coal having contained a large percentage of stone and mine-"ral, I therefore decided that before making another trial, it "would be better to remove these, and from the 8 tons "4 cwts. which were afterwards tried 2 tons 10 cwts. of "small rubbish were removed, also 1 cwt., 2 qrs. of stone. "In the four strips which were afterwards made the clinker "did not give nearly so much trouble, and the trains were "worked in a satisfactory manner." After the shafts are in fair working order, it will be possible to send cleaner samples of this coal for trial on the railway.

At Bundar.

The borings over the Bundar coal field, in the vicinity of Warora, have during the year been proved over an area of 500 acres. The available coal is found to be of a minimum thickness of 15 feet, and the total quantity equal to 7½ million tons. The quality of the coal as given by analysis is about the same as that from the Warora pits.

In the Narbada valley.

The trial borings in the Narbada, Dudhi, and Tawa valleys, undertaken by advice of the Geological Survey department, have as yet come to nothing, though two of them had gone down to nearly 500 feet. A superficial outcrop was, however, reported during the year west of the Mohpani Company's grant, but the value of the find has not yet been tested. I have also lately received intimation of the possible existence of coal in the Nimar district, in proximity to the Holkar State Railway. The importance of a discovery of coal in that locality is very great, and no time will be lost in putting down a bore hole at any point which the Geological Department may indicate.

The Narbada Coal Company continue to work their mine at Mohpani, and during the year supplied about 15,000 tons to the Great Indian Peninsula Railway. It was the possibility of this Compaany not being able to continue its supplies, from the exhaustion of its present workings, that has led to exploration in the neighbourhood and lower down in the valley of the river above noticed.

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Copper.

The discovery of a vein of copper on an island in the bed of the Narbada by an agent of this Company, was noticed in last year's report, but no action in connection with it has been taken, pending the renewal of the Company's charter, as there is some doubt as to whether the find is within or without the limits of their grant.

Iron.

I noticed last year the quality and quantity of the iron ore found at the Lohara field in the Chanda district, and the proposal for setting up experimental furnaces at Warora, where coal and a superior flux were available. During the year a grant was made for this purpose, and a furnace and blowing engine set up; quantities of the ore had been brought to Warora, but the experiments had not commenced when the year closed. The experiments are in the safe hands of a Mining Engineer, Mr. Ness, sent out by the Secretary of State for the special charge of the Warora Colliery works, and his home experience of iron manufacturing processes affords some guarantee that nothing will be left undone or untried to ensure success. Much depends on the quality of the Warora coal, and whether its conversion into "block" fuel will altogether remove one of the main objections to its suitability for iron manufacture, which its friability is supposed to indicate. The experiments, or rather the constructive arrangements preparatory to the experiments, have been fully described in the Chief Engineer's progress report for 1874-5, and they attract a considerable share of local interest; and though Mr. Armstrong's prognostication therein of Chanda yet becoming the "black country" of India may somewhat savour of enthusiasm, there can be little doubt that the prospects of success at Warora are sufficiently good. Dependent on this success is the proposal to link these places, where the coal and iron and lime flux are found, by a system of "Tub" railway lines as they are called. Preliminary surveys and sections for these have been prepared and forwarded to Government, but they need to be just now only referred to here, to say that the aim is to work these deposits on the most economical plan, while their nearness to each other, in practically unlimited quantity, is a most happy coincidence.

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Iron manufacture in the Jubbulpore district has been fore referred to as one of the important industries in that ality. For some years back certain of the mines have en worked by Mr. Olpherts, a District Engineer on e E. I. Railway; and with the application of capital and uropean appliances a considerable development has already en attained. Mr. Olpherts was recently granted, with the pproval of the Government of India, a 10 years, lease of these ines for the sum of Rs. 2,003 per annum for the first 5 ars of the lease, and for a royalty of 5 per cent on the out-rn for the last 5 years. The mines are situated in 46 illages of the district north of the Narbada river.

Manganese.

An ore of manganese has been discovered, by Mr. Olpherts above mentioned, in the Jubbulpore district, and samples of it ve been declared by the Geological Survey "nearly pure anganese with only a trace of iron." It is found in con-derable quantities not far from the great Deccan road near osulpur. Further enquiry is being made on the subject.

Galena.

The discovery of galena ore in the Raipur district was mentioned in previous reports, but during the year a new discovery was ported from the Sambalpur district, and a small sum was aced at the disposal of the Commissioner to enable him to at the extent and direction of the lode.

Section IV.

The actual trade.

Cotton.

The export trade in cotton continues to maintain its high position in the trade tables, the total quantity having reached 252,602 aunds, against 241,189 in the year previous. Of this quantity

167,985 maunds went from the Nagpur country to Bombay,
34,298 maunds from the Narbada valley also to Bombay,
21,063 maunds to the N. W. P. by the E. I. Railway,
1,667 to the Native States of Central India, and
27,589 maunds from Chhattisgarh to the Eastern Coast.

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The first item in the list is the most important, being what is known to the trade as "Hinganghat" cotton, and is sent mostly in full pressed bales ready for shipment at Bombay. It will be remembered that on the whole, the season was one not favourable to cotton cultivation, and yet there has been a small increase, instead of, as might be expected, a decrease.

Sugar. Sugar is an import article, and is mainly received from Mirzapur in the North Western Provinces 349,000 maunds out of the total 376,650 maunds having come from that direction. The difference is mostly made up of palm sugar received from Bombay. Of these quantities there were re-exported 186,299 maunds, almost the whole, or 166,352 maunds, towards the Central India States after paying duty at the Customs line. Included among these exports, however, is a quantity of unrefined sugar, "gur," the produce of the country. Before the railway was open through the Narbada valley the supplies for Southern India and Bombay passed through the Province from Mirzapur *via* Jubbulpore and Nagpur, now they go through by railway without appearing in the returns. Thus in 1869-70, before through railway communication was established, the imports were 479,559 maunds.

Salt. The next article in the list is salt, another import article, that portion coming from the salt lakes in Central India being taxed at Rs. 3 per maund at the frontier at Saugor and Hoshangabad; that portion coming from Bombay and the Runn of Cutch for the Nagpur country being taxed by a mileage rate of 6-10ths of a pie per maund per mile, reaching up to Rs. 2-8-0 per maund at the terminus at Nagpur; and for the Narbada country by a mileage rate of 7-8ths of a pie per maund per mile, reaching up to Jubbulpore to Rs. 3 per maund as before. And finally the third portion coming from the Eastern Coast for the Chhattisgarh country, being taxed at the reduced rate of Rs. 2-4-0 at the Coast, instead of Rs. 1-14-0 at the Coast and Rs. 1-2-0 inland at the Customs line, as before; this change was introduced from the month of May 1874, in which month the lower two sections of the Customs line, stretching from Burhanpur in Nimar, to beyond Sambulpur, were abolished. The effects, financial and general, of this notable change inaugurated by the Legislature, have been recently laid before

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Government of India and need only be briefly touched here in so far as they affected the movement of the trade the article. The intention of the measure was, while reving the lower sections of the Customs line and with it loud complaints against its incisive action in a primitive backward country, to so modify the duties on the western ts as on the one hand to enable it to cope with the lighter ed eastern salt and to restrain it from too forcibly intering with the Central India lake salt on which the full duty Rs. 3 per maund was retained. *Prima facie* the mileage eme seemed to meet the difficulty, and the loss of revenue the first year of the change, if there would be any loss the western trade remaining at its former proportions withstanding the reduction of duty, was calculated at 1,32,000. But the result has run somewhat counter to pectations, for in this very first year the western salt has ven back the Central India lake salt to almost half its mensions, involving a corresponding loss of revenue, while the of revenue by the mileage rate on the western salt has result(1) by its stopping short 100 or 150 miles below Jubbulpore, ere it paid less than the maximum duty, and thence reading itself over the field occupied by the full ty-paid lake salt, and (2) by the quantity imported Nagpur at a sacrifice of eight annas in the maund being so great as to entirely fill the gap which it perhaps supposed would be open in Chhattisgarh, where reduction of duty on the eastern salt was such, that with difficulties of land carriage in the way it might keep it hin its former limits. All this and more could hardly e been foreseen, and to add to the complications there re found, immediately the Customs line was removed, vast ntities of salt stored in depots outside or south of the line ich had only paid the coast duty, and which now flooded markets competing severely and at a considerable adtage with the legitimate trade from both the eastern and tern coasts. The year was thus in respect of this article of transition, and its phenomena indicative of little certy as to the ultimate effects of the measure. This much, ever, is certain, that if there has been a larger initial ifice of revenue than was calculated upon, a great public y to the people has been performed. I do not mean to say the Customs line acting within the purview of its authoy was a drain on the popular resources greater than they uld bear. It was not that,—the inland duty levied along

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the line was only Rs. 1-2-0 out of the Rs. 3 per maund levied altogether, the difference being taken at the coast, but it was the irregular and secondary effects of its action that on the one hand paralysed the movement of trade and on the other brought the people and Government Establisments into frequent and violent conflict. The frontier south of Raipur and Sambalpur, is one of the wildest and difficult of approach, and it was here, along hundreds of miles that convoys from the coast were stopped to pay duty, to do which the trader had no means till he could dispose of his salt within the line at distant markets, and here he was offered grain and oilseed and other agricultural produce in exchange while he wanted cash to pay the Government duty. Barter is the main feature of the trade in this land locked part of the country, and here all at once was an impregnable and uncompromising barrier set up against its easy and long established continuance, necessitating other and unusual conditions difficult of accomplishment. This led to depots being formed outside the line and to a retail traffic springing up at them which drew the people from long distances to encounter all the obstacles that a cordon of Preventive Peons, necessarily little supervised, could rightfully and wrongfully throw in their way. The crime of smuggling was growing apace and largely disfiguring the annual criminal returns. The feeling was very strong against the Customs Establishments throughout the country, and the situation in Sambalpur particularly, was anything but easy. The removal of the line under these circumstances was a political gain, whatever its immediate or ultimate cost to the revenue may be, and the local authorities bear witness to the popular gratitude in town and country at the freedom of intercourse with the coast now open to them, and at the reduction in the duty which enables them to obtain one of the necessaries of life at smaller cost and in their own way. I am not quite certain that any reduction in the total duty on the eastern salt below Rs. 3 per maund, was urgently called for if it could have been arranged to be levied at the coast as the Rs. 2-4-0 reduced duty now is, but if this could not be done with reference to the objections of the Madras Government there appears to me to have been even then, no strong grounds for reducing the duty on the western salts from Rs. 3 to Rs. 2-8-0 by the mileage rate up to Nagpur, because even at the higher rate this western salt, from the facility with which it can be transported by cart to Raipur, has always been able to keep back the Madras salt within its old limits, and unaltered would keep it so if it did not beat it back a little in a year or two.

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also the mileage rate, growing by increment of 7-8ths. a pie per mile above Raver gave that portion of the tern salt which travelled up the Narbada Valley a greater vantage than was possibly intended when it stopped *short* ch below Jubbulpore and enabled it thence to invade the d occupied by the lake salt which had paid the full Rs. 3 y. But these are fiscal considerations, and they have n referred to here only to show how they affected the vement of the trade in the year under review.

The actual imports of salt then may be shown thus :—

	Maunds.
ke Salt	71,710
estern salt for the Narbada Valley	316,759
Do. for Nagpur Country and part Chhattisgarh	477,509
stern salts	125,000
Total	990,978
The total for 1873-74 was	1,121,573

a falling off of 130,595 maunds, 50,000 of which is counted for in the curtailment in the lake salt trade. There s probably no diminution in the salt trade on the whole, these figures would seen to show, for it is believed that in e figures for 1873-74, there are mixed up some imports o Berar which were not separable from the gross totals en the report was written, but which are readily separable the accounts for 1874-75, as a separation, necessitated by e mileage duty system, has been maintained between the rar and Central Provinces' figures. On the contrary there s probably been some increase, but this will be ascertained er in the year when the Customs Commissioner's Report is ceived. Referring to this officer's preliminary report for the r the gross loss of revenue by the change was Rs. 5,04,868, t about three lakhs of this has been recouped by reduction establishment and enhanced duty at the eastern coast. gainst this we have to show the ameliorating effects of the nge to the people in a cheapening of this necessary of e—on the western salt at Nagpur from 8½ seers to 10 seers r rupee, at Hoshangabad from a little below 5 seers to 8 ers, in Nimar from 8½ seers to 12 seers. On the eastern lt at Sambalpur from 6½ seers to near 11 seers, and at Raipur,

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where the eastern and western salts meet, from 7½ seers to 8½ seers. At Saugor where the lake salt is mostly used there has been no fall in price, but at Jubbulpore where the western competes with the lake salt, a fall of half a seer has been gained.

Very little salt is re-exported from the Province, the total for the year being 32,750 maunds, the greater portion, 10,563 maunds, having gone through Sambalpur into Chota Nagpur country and 9,282 maunds from stations of the Great Indian Peninsula Railway in the Wardha Valley into eastern Berar.

Food grains. Wheat, rice, other.

The trade in food grains is mainly export, in 1874-75 amounting to:—

Of wheat	1,020,538	maunds
Of rice	430,238	,,
Of other grains	1,306,152	,,
Total	2,756,928	,,
Against	3,288,843	maunds

in the year previous—the falling off being mainly in wheat from the Narbada Valley where the season for wheat was not propitious as already pointed out. Of these again:—

Other grains.	Rice.	Wheat.	
815,126	123,762	510,212	maunds went towards the North-Western Provinces and Bengal.
10,000	17,936	34,406	,, into the Central India Native states.
474,952	261,968	449,356	,, from the Narbada Valley and Nagpur towards Bombay and Berar.
83	3,894	698	into Hyderabad and
5,991	22,678	25,776	,, from Chattisgarh to the eastern coast districts.

the "other grains" include several varieties of pulses, as dal, chenna &c., and jowar, which last goes mainly from the Nagpur country into Berar.

The largest portion of this external traffic has left the country by railway.

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Oilseeds.

The export trade in oilseeds has increased considerably in the year, having risen from 419,786 maunds to 808,806 maunds. The trade is mainly westward to Bombay, 419,908 maunds from the Nagpur country and 242,658 maunds from the Narbada Valley, of the total quantity having gone that way.

Metals and hardware.

Under "metals and hardware" is included heavy consignments of machinery among the imports, and some Railway and Military stores among both imports and exports, so that it is not easy to analyse the figures as a trade item. Among the imports of the year which amounted to 26,000 tons there are included the huge boilers and ponderous machinery brought to Nagpur by the railway for the cotton mill about being set up there.

English piece-goods and miscellaneous.

The trade in English piece-goods seems to have fallen, the imports having decreased from 134,280 maunds valued at £11,55,219 in the year previous, to 90,743 maunds valued at £674,688—the re-export of this article has correspondingly shrunk from 64,281 maunds valued at £594,165 in the year previous to 24,665 maunds valued at £258,850. Of miscellaneous European goods of all kinds the import trade was 39,917 maunds valued at £120,338, while in the previous year it was 44,708 maunds valued at £157,112, and the re-exports of these, principally into the Central India Native States, was 7,894 maunds valued at £36,829, while it was in the year previous 45,803 maunds valued at £180,872. There are no ready means of explaining these figures satisfactorily.

Country cloth.

The export trade in country manufactured cloth is as before remarked, in a declining condition, but in the year under review it seems to have derived a larger income from a smaller quantity exported—thus in the year previous the quantity exported, mainly towards western India, was 27,509 maunds valued at Rs. 20,38,838, while in 1874-75, it was 21,837 maunds valued at Rs. 22,45,368. The import trade in this article was last year 52,938 maunds valued at Rs. 23,00,432, while in 1874-75 it was 31,060 maunds valued at Rs. 14,87,137. These figures also are difficult of examination, though it is probable that the produce of the Bombay mills is changing the features of the import trade to some extent.

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Silk and Silk Cocoons.

The export trade in these articles has risen from 4,507 maunds valued at Rs. 11,97,209 in 1873-74 to 5,137 maunds valued at Rs. 22,92,457 in 1874-75; the higher valuation obtained is probably owing to more spun silk and less cocoons entering into the quantity.

Other articles.

The tables themselves must be referred to for the long list of other articles, and I will now close these remarks with a glance at the aggregate trade of the year, comparing it with its predecessors.

IMPORTS.

	Maunds.	Value Rs.
1871-72	3,630,062	6,55,22,985
1872-73	2,699,801	6,49,00,128
1873-74	3,214,548	7,04,91,343
1874-75	3,147,658	6,41,71,277

EXPORTS.

1871-72	5,672,373	7,45,16,191
1872-73	4,048,976	6,23,77,776
1873-74	5,727,252	6,80,85,982
1874-75	5,362,448	5,15,33,483

These figures include that portion of the through trade which comes in by road and is registered by the moharirs at the frontier, not that portion which is carried through the country by the railway of which nothing is known here. This registered through trade will now be removed from the totals, and the net trade of the country shown as in former years—thus :—

IMPORTS.

	Tons.	£.
1871-72	132,163	4,124,578
1872-73	97,656	3,990,155
1873-74	117,761	4,399,134
1874-75	114,442	4,417,127

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EXPORTS.

	Tons.	£.
1871-72	217,975	3,969,968
1872-73	146,913	2,945,337
1873-74	209,157	3,348,598
1874-75	196,481	3,320,696

Taking imports and exports together the proportions of the net trade in 1874-75 was very much what it was in the year previous. Looking broadly at the aggregates there seems a tendency in the imports to rise in valuation, and in the exports to fall. Why this should be so it is hard to say with any certainty, in the absence of sufficient data as to exchange transactions, and there may be other indirect causes besides. We do not know how the balance of trade is adjusted, and there is a million sterling against the province to be thus adjusted—that is, the province took four millions worth goods and exported produce and manufactures worth three millions—but much of this difference must be merely nominal, as in all trade returns imports are entered plus freight, merchants' profits &c., whilst exports are stated at local invoice prices. It is not necessary however to pursue this subject further. There is one aspect of the trade question at which I will here briefly glance, and that is, do the existing lines of Railways offer full facilities for the transport of agricultural produce and merchandise, and this resolves itself almost entirely into the question as to whether their rates of carriage are so high as to restrict the transport of produce and keep locked up in the Central Provinces, more than need be retained. Until very recently the rates of carriage on the Great Indian Peninsula line of Railway were considerably in excess of those charged on the East India Railway, but these rates have since been more assimilated and I have no doubt this reduction in freight will be compensated for by increased traffic. That the rates are not absolutely prohibitory is I think manifested by the fact that year by year the export of agricultural produce increases, and the matter which would have to be considered is whether the point has been reached at which a further reduction of freight would cease to draw a commensurate and compensating addition to the traffic. The Bombay Chamber of Commerce has lately addressed me on this subject and in so doing has referred to the policy of the Great Indian Peninsula Railway in somewhat severe terms; but as I am not fully informed on some matters I would guard myself against assuming the

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views of the Chamber as altogether correct. The Directors would be blind to their *real* interests were they by their higher rates to cause traffic to take an artificial, eastward, instead of the natural westward direction, and the statistics before me do not prove that traffic is being diverted.

The subject is one in which I take much interest, but at the same time it is one with which the Bombay Government will primarily have to deal. I shall be very glad, however, to enquire into the complaints made by the Chamber of Commerce and aid the Bombay Government in any manner I can should my assistance be asked for.

As in former years I give below the figures showing the progress which the trade of the country has made from the first year in which statistics have been compiled :—

	Tons.	Value £.
1863-64	102,341	3,909,008
1864-65	134,719	4,386,251
1865-66	136,265	5,519,766
1866-67	175,561	6,517,864
1867 68	196,432	6,110,897
1868-69	209,089	6,795,263
1869-70	237,044	7,144,465
1870-71	235,189	6,965,244
1871-72	350,138	8,091,546
1872-73	244,569	6,935,492
1873-74	326,918	7,747,732
1874-75	310,923	7,737,823

I cannot conclude these remarks without noticing the valuable service rendered by Mr. Barclay, the Superintendent of my office in compiling these returns, and aiding generally in the preparation of this minute. He has on this, as on many former similar occasions, done excellent work, and my best acknowledgments are due to him.

J. H. MORRIS.

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	Horses.		Cattle.		Sheep.		Timber and wood.		Ghee a	Ghee and	
	No.	Value Rs.	No.	Value Rs.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	uantity Mds.	V
60	...	...	371	4,591	70	130	534	386	138		
70	29	24,186	...	...	...	...	490	490	1,046	2,404	
51	1	20	4,305	1,33,601	828	1,686	40	3	168		
81	30	24,206	4,676	1,38,192	898	1,816	1,964	879	1,352	225	
										60	
50	..	...	1,064	60,079	1,099	2,522	130	630	246	280	
38	...	...	...	...	...	..	...	...	175	2,969	
88	...	...	1,064	60,079	1,099	2,522	130	630	421	106	
										12	
88	6	10,220	28,022	1,65,815	12,136	16,956	2,590	2,482	2,045		
	...	...	...	...	...	...	...	...	..	118	
88	6	10,220	28,022	1,65,815	12,136	16,956	2,590	2,482	2,045	618	
										5,947	1
300	158	46,898	294	3,225	12,777	20,037	500	150	94		
										6,565	1
357	194	81,324	34,056	3,67,311	26,910	41,331	4,284	4,141	3,912		
714	127	16,365	15,467	3,09,943	30,906	52,781	1,..96	2,943	2,404	1,046	
										138	
										...	
										...	
										168	
										1,352	
..	9	225	192	4,242	140	420	790	659	35	246	
631	28	5,600	...	...	...	...	21,277	21,277	11,86	175	
524	...	...	61	2,141	1	2	4,030	6,287	23		
										421	
1,155	37	5,825	253	6,383	141	422	26,097	28,223	12,46		
										37	
...	161	42,100	246	15,501	...	...	6	30	2	...	
...	...	...	...	...		...	...	...	...		
										37	
...	161	42,100	246	15 501	....	...	6	30	2		
										11,462	2
										16,646	3
470	2	500	14,045	1,17,845	...	...	381	6,915	24		
200	...	...	8	27	...	...	...	...	...		
2,325	200	48,425	14,552	1,39,756	141	422	26,484	35,168	12,7		
2,452	145	34,344	8,199	1,16,966	896	1,481	1,01,246	1,85,455	17,7		

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nd oil.	Coconuts.		Miscellaneous.		Total.	
Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
2,063	408	6,982	3,925	5,355	15,400	1,25,114
16,736	17,099	1,19,693	87,752	87,752	8,10,831	79,54,393
3,972	42	294	3,760	5,059	83,648	5,68,092
22,771	17,549	1,27,469	95,437	98,166	999,879	86,47,599
3,919	...	...	630	6,390	11,922	1,51,564
1,124	3	20	42	1,091	1,559	13,179
5,043	3	20	662	7,481	13,481	1,64,743
11,316	1,747	19,373	701	3,472	10,18,003	18,77,042
...	...	...	...	...	14,507	25,752
11,316	1,747	19,373	701	3,472	10,32,510	19,02,794
1,810	...	...	3,437	18,810	85,340	5,82,513
40,940	19,299	1,46,862	1,00,237	1,22,929	2,041,210	1,12,77,649
28,055	20,212	1,68,233	79,668	1,86,624	21,78,427	1,15,25,878

9	4,759	37	736	1,746	4,659	19,972	2,75,243
3	1,54,219	190	1,520	76,247	5,33,729	11,98,78	94,88,764
8	2,077	41	759	9,991	9,669	44,677	2,12,251
0	1,61,055	268	3,015	87,984	5,48,057	12,63,488	99,76,257
5	509	...	...	2,498	5,605	8,583	94,094
	...	...	...	...	...	136	365
5	509	...	...	2,498	5,605	8,721	94,459
5	1,920	12	120	1,196	49,142	167,305	10,86,003
	...	1,777	14,216	785	13,508	36,894	2,97,364
30	1,63,484	2,057	17,351	92,463	6,16,312	1,476,358	1,14,48,083
53	2,66,694	5,271	34,475	2,70,747	9,37,786	1,314,607	86,19,136

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Horses.		Cattle.		Sheep.		Timber and wood.		Ghee and	
No.	Value Rs.	No.	Value Rs.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	V I
1	12	7	21	...	..	56	56	2,404	
...	...	2,263	22,976	28,478	36,832	...	...	225	
72	2,000	12,468	1,20,341	25	25	..	...	60	
22	5,615	1,196	10,438	2,630	3,455	..	...	280	
95	7,627	15,934	1,53,776	31,133	40,342	56	56	2,969	
27	10,800	1,153	29,583	20	60	...	...	106	
7	145	670	23,421	530	775	8,186	5,093	12	
34	10,945	1,822	53,004	550	835	8,186	5,093	118	
3	912	668	30,248	4,954	12,003	228	288	618	
288	87,552	17	765	...	...	5,068	5,068	5,947	1
291	88,464	685	31,013	4,054	12,003	5,296	5,356	6,565	1
29	24,186	...	...	...	..	490	490	1,046	
...	...	371	4,591	70	130	534	386	138	
...	..	41	875	...	...	200	222	...	
6	900	78	806	1,300	1,350	...	...	...	
1	20	4,304	1,33,601	828	1,686	40	3	168	
36	25,106	4,795	1,39,873	2,198	3,166	1,264	1,101	1,352	
...	...	1,064	60,079	1,099	2,522	130	630	246	
...	...	...	...	...	...	...	...	175	
...	...	1,064	60,079	1,099	2,522	130	630	421	
49	17,950	..	...	15	15	...	...	37	
...	...	141	2,024	...	..	8,243	2,061	...	
49	17,950	141	2,024	15	15	8,243	2,061	37	
505	1,50,092	24,441	4,39,769	39,049	58,883	23,175	14,297	11,462	2,
572	79,404	26,643	4,54,816	50,592	79,494	29,546	28,352	16,646	3,

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ıil.	Cocoanuts.		Miscellaneous.		Total.	
ılue ts.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
36,060	1,005	17,085	1,60,954	9,65,784	6,31,102	81,55,621
3,723	476	4,452	2,958	12,479	28,550	1,82,332
360	...	...	708	2,464	4,430	1,82,222
4,273	25	757	4,785	19,472	93,585	3,47,811
44,416	1,506	22,294	1,69,415	10,00,199	7,57,667	88,67,986
1,176	...	...	1,210	8,187	1,02,881	1,88,05,515
294	24	280	1,021	4,273	30,763	2,53,983
1,470	24	200	2,231	12,460	1,33,644	1,90,59,498
14,380	2	20	9,124	24,260	21,674	1,63,078
36,781	73,769	4,37,690	1,06,445	3,19,335	11,31,005	2,60,30,284
51,161	73,771	4,37,710	1,15,569	3,43,595	11,52,679	2,61,93,362
16,736	17,099	1,19,693	87,752	87,752	8,10,831	79,54,393
2,063	408	6,982	3,925	5,355	15,400	1,25,114
..	215	1,741	412	1,960	5,884	32,116
..	1,379	14,122	2,119	4,271	10,593	96,939
3,972	42	794	3,760	5,059	83,648	5,63,092
22,771	19,143	1,43,332	97,968	1,04,397	9,26,356	87,76,654
3,919	..	...	620	6,390	11,922	1,51,564
1,124	3	20	42	1,091	1,559	13,179
5,043	3	20	662	7,481	13,481	1,64,743
736	10,403	52,028	610	18,301	1,63,831	11,09,034
..	...	...	20	45		
736	10,403	52,028	630	18,346	1,63,831	11,09,034
25,597	1,04,850	6,55,584	3,86,475	14,86,478	31,47,658	6,41,71,277
12,115	1,12,339	7,33,452	3,13,377	19,92,845	32,14,548	7,04,91,343

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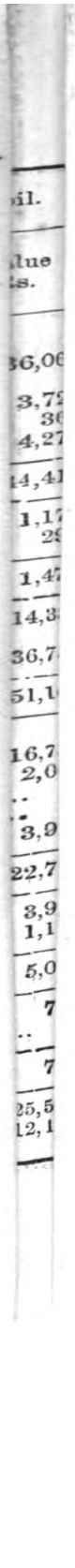

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REPORT

ON THE

TRADE AND RESOURCES

OF THE

CENTRAL PROVINCES,

FOR THE

YEAR 1873-74.

BY

J. H. MORRIS, Esq., B. C. S.,

CHIEF COMMISSIONER.

NAGPUR:

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1874.

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MINUTE

BY THE

CHIEF COMMISSIONER

OF THE

CENTRAL PROVINCES

ON THE TRADE RETURNS FOR THE YEAR 1873-74.

SECTION I.

Trade registration.

The scheme of registration observed in the Central Provinces has been described in previous reports, and no change in the arrangements has been made during the year worth recording. The aim of the Administration from the first has been to obtain but a rough estimate of the exterior trade of the country, sufficiently approximate for all practical and administrative purposes. To attempt more would have involved heavy cost of Establishments and a degree of interference with the trade incommensurate with the object in view. Only main roads of traffic crossing the frontier have, therefore, been guarded—an intelligent Mohairir being there posted to register the weight and kind of goods crossing inwards and outwards. No weighments or stoppage of the traffic are allowed; the cart load is taken at so many maunds, which for a two or four bullock cart is pretty uniform—the pack bullock, pony or camel load is similarly taken at a fixed quantity, and so on for other descriptions of conveyance. The Moharirs' registers are sent to the nearest Tahsildar for check and transmission to the Deputy Commissioner, who compiles from them a Return for his District, and submits them monthly, through Commissioners, to the Secretariat Office. There are many minor roads crossing the frontier to markets not far from it on either side which are not so guarded—and Banjara tandas often enter and leave the Province by routes in the wildest parts of the country where registration cannot be attempted. There is thus a margin of error in the Returns herewith submitted; they do not profess to show *all* the exterior trade of the Province; but they do most of it which takes to the main lines, and the error, such as it is, is one of under estimate, not over-estimate.

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Greater accuracy is secured for the trade which is conveyed by the railway lines : the Great Indian Peninsula and East Indian Railway Companys' Offices furnishing the Returns. These give the trade with Western India, crossing the frontier at Wardha and Nimar, and the northern trade crossing the frontier at Jabalpur. One defect in these Returns in past years was, that they did not show the exterior trade transferred to one another at the Jabalpur termini; the defect has been remedied in the Returns of the year under review.

The whole exterior or Provincial traffic, whether by road or rail, is shown in Table IV. of the series appended : the first three tables being intended to show the exterior traffic of the three circles into which the Province has been divided—each being considered independently. These first three tables give what each circle contributes to the exterior trade of the Province, and also, which may be called the interior trade, what it sends into and receives from the other two circles on which it abuts. The three circles have sufficiently marked characteristics—geographical and commercial—to be thus considered separately ; and at the present time the trade between the Chattisgarh and Nagpur circles is of peculiar interest, as it has been proposed to construct a railway for its accommodation, reference to which will be made further on.

Section II.

Trade routes.

The principal routes by which the exterior trade flows in and out of the Province are those taken by the Great Indian Peninsula Railway, westward towards the Bombay Presidency, and that by the East India Railway, towards Northern and Eastern India. The "Nagpur extension" of the former has, during the year, been partially linked on to the Warora Colliery by a State line running from the Wardha Station in the Central Provinces *vid* the well known Cotton Mart of Hinganghat. Of the distance, 46 miles, between the two points, 18 miles were completed and opened for traffic towards the close of the year. The cost of these 18 miles, inclusive of the usual Station accommodation, has been £ 120,764, of which £. 45,908 were expended during the year. The sanction of the Secretary of State for the remaining 28 miles was

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ceived on 1st April 1874, and since then the construction
this length has been proceeded with. Beside being a great
nvenience to the Cotton traffic, of which Hinganghat is the
ntre, this line will contribute materially towards reducing
e working expenses of the Great Indian Peninsula guaran-
ed line, by introducing Warora coal into consumption, with,
in substitution of, the more expensive English coal now
mmonly used. The surveys for the Chhattisgarh railway
oject were completed during the year at a cost of Rs 8[illegible],572,
which Rs. 36,465 were expended in the year 1873-74.
aving so recently minuted on the prospects of this projected
ne of railway, when resubmitting to the Government of
ndia revised plans and estimates of the cost of its construc-
on, it will suffice to show the importance of providing rail-
ay accommodation on this route if I supplement the statis-
cs of traffic therein given by more recent figures gathered
om the Returns of the year under review. It will be
emembered that H. M's. Secretary of State for India
eserved sanction to the line on the grounds that the increased
ost of iron in the Home markets had not been allowed for in
he estimates of cost, and that the estimate of income relied
pon did not allow for some portion of the existing traffic
etween Chhattisgarh and Nagpur, which might still keep to
he ordinary road. In reply I showed that with some curtail-
ment in the length of the line, the increased cost of iron at
present prices, according to Mr. Molesworth, Consulting
Engineer to the Government of India for State Railways,
would add only £ 10,739 to the original estimate of
£ 669,375 ; and secondly, that after allowing a deduction of
0 per cent on the total existing traffic as the proportion
upposed to be likely to still keep to the road, the income
rom goods and passenger traffic, after defraying working
expenses on the usual scale, would yield 4·75 per cent on the
outlay. The reason why no allowance was made in the
estimate of income for traffic likely to keep to the road, for
he bulk of the goods which would come to be carried the
whole length of the line either way for 125 miles, was that such
a contingency was obviously the most unlikely—the cost of
carriage per ton per mile being by road 3 annas, and by rail
1 anna ; and secondly, because no *per contra* credit had been
taken in the estimate for the probable expansion of the trade
on the opening of the line. Considering the range of prices
of food grains in the markets at either terminus ; the great

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annual surplus of production over consumption, and the capacity for immediate and prospective development in Chhattisgarh, such a factor as expansion of the existing trade might fairly have claimed precedent insertion in an estimate of the kind, and should certainly not be ignored in an estimate considered susceptible of such drawbacks as an improbable competing parallel traffic by road at three times the cost by rail. The analogy of the Jabalpur-Nagpur road—one of the best in the Province—is a fair proof of the proposition here advanced. The two places are, by road, distant 167 miles, and by rail, *vid* Bhosawul, 583 miles; the cost of transport by road is Rs. 31-5-0 per ton, and by rail Rs. 36-7-0 : so that while the distances by road and rail stand in the proportion as 2 to 7, the cost of transport either way is almost equal, or as 6 to 7. Where the distance is the same, or about the same, as between Nagpur and Chhattisgarh, the road cannot possibly compete—except perhaps for very short distances.

Besides the probable expansion in the Chhattisgarh trade which was thus not shown in the estimate of income, there was the extra trade which that expansion would bring to the Great Indian Peninsula guaranteed railway, and increase its receipts—the one is a necessary corollary of the other. Every cheapening of rice, wheat and grain generally, in the depots of Nagpur by enhanced importation from Chhattisgarh at lower transit charges by rail, will increase the demand for grain all down the Great Indian Peninsula line through Berar and Khandesh, where the demand is greater than the supply at present rates; and every additional rupee thus put into the pockets of the Chhattisgarh ryot by the disposal or his hitherto unsaleable agricultural surplus, will attract, under more favorable conditions than at present, fuller return supplies of salt, piece goods, hardware and other articles for which he is, and has been, almost entirely dependent on the Western Presidency markets.

It seems unnecessary to enlarge on this subject, or to show even approximately what the amount of the reflex expansion of the traffic would be in so many figures, were the railway line open to Chhattisgarh. The *existing* traffic, not of one year but an average of five years, *with* an abatement for traffic assumed to be likely to still keep to the road, affords

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ample returns to defray working expenses, and leave a balance more than sufficient to cover interest on the capital sunk. The estimate of income could hardly have been framed on lower or more depreciatory conditions, and being found to bear this test, it is hoped that this long expected and most important project will now meet the approval of the Government of India, and of H. M's. Secretary of State for India.

I have said above that the amount of the traffic between Chhattisgarh and Nagpur which would come to the railway line, was given in my minute on an average of the quantities registered for the previous 5 years—among which, one was decidedly a bad year, and one or two indifferent as to agricultural outturn.

This average came to:—

Chhattisgarh	trade	with Nagpur direct	41,000 tons.
,,	,,	with Eastern coast	17,000 ,,
,,	,,	with Gangetic valley	4,000 ,,
,,	,,	with Jubalpur	1,500 ,,
,,	,,	with Godavari district	2,000 ,,
		Total	65,500

The figures for the year 1873-74, that is, for the year following the last included in the above average, which I am now to give, show some differences in detail, but little as to the aggregate, viz:—

Chhattisgarh	trade	with Nagpur direct	43,521 tons.
,,	,,	with Eastern coast	2,294 ,,
,,	,,	with Gangetic valley	5419 ,,
,,	,,	with Jabalpur	7438 ,,
,,	,,	with Godavari	2173 ,,
		Total	60,845

The differences it will be seen are mostly in the *direction* of the trade, and the deficiency in the *aggregate* for 1873-74, is due to a serious failure of the rice crop owing to a late and generally insufficient rain-fall in the season.

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The changes in the *direction* of the trade is a feature in the returns which considerably strengthens one of the arguments advanced for the construction of this railway line; viz. that itwould attract to it all the trade that now goes from Chhattisgarh in other and opposite directions by carts and pack bullocks at heavy cost. It might have appeared *primâ facie* doubtful, or not proven, that the usually large traffic with the Eastern Coast districts could be turned in an opposite direction on the opening of easier transport facilities by rail; but the returns for 1873-74 show that this has been done, under the *existing* conditions of transport, owing to a demand at slightly enhanced prices in the Gangetic and Jabalpur markets—a full harvest and a fall in prices in the Eastern Coast districts also partly contributing. On this subject the Deputy Commissioner, Sambulpur, writes, "at the close of the rains when the first effects of the scarcity in Bengal came to be felt, it seemed as if there would have been an immense export of rice from the district to Behar, and for a short time there were many Merchants from those parts buying up rice throughout Sambalpur Tahsil. But after a short time, though only some 2,000 bullock loads had been purchased and the price of rice had barely reached 40 seers for a rupee, this demand suddenly ceased, and the great bulk of the trade went *viâ*. Raipur and Bilaspur towards Jabalpur to the rail, and to Mirzapur by road. Thus inclusive of what went directly from Raipur and Bilaspur this trade amounted to 12,857 tons, or more than double the average of the previous five years. Towards Nagpur too, the trade had advanced from an average of 41,000 tons, to 43,521 tons. If there was any doubt then that any part of the 17,000 tons which heretofore had gone towards the Eastern Coast, could be turned westward, from a direction directly opposite to that of the proposed railway, and from parts most distant from the proposed terminus in Chhattisgarh, it will be seen that it *had* so turned in the year under review, leaving only 2,173 tons to go eastward as before. And if enhanced prices in such distant markets as Allahabad, Benares, Mirzapur &c. in Northwestern India could attract these supplies from their long established opposite groove, how much more readily might they have been drawn towards a railway whose terminus may be said to be, or is intended to be, at their very sources. The prices of rice and wheat at Allahabad, Benares and Mirzapur, 350 miles from Chattisgarh, and those at Nagpur and Berar 180 miles, at the time these exports were mostly made

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ll show at a glance how much more remunerative it would ve been to the people to export westward were the project- railway in existence:—

		No. of seers per Rupee	
		Wheat.	Rice.
January	Allahabad	14	14
	Benares	15	11
	Mirzapur	14	14
	Nagpur	18	14
	Berar	16	9
February	Allahabad	14	14
	Benares	13	9
	Mirzapur	14	12
	Nagpur	20	14
	Bearr	18	9
March	Allahabad	13½	13½
	Benares	14½	10
	Mirzapur	14	12
	Nagpur	21	15
	Berar	18	9
April	Allahabad	14	12
	Benares	14	9½
	Mirzapur	14	12
	Nagpur	22	18
	Berar	15	10

Next as to the deficiency in the *aggregate* Chhattisgarh de in 1873-74, as compared with the average of the 5 pre- ding years. I have already said that it must be set down the serious failure of the rice crop of the season. What e extent of that failure must have been in a country almost holly devoted to rice cultivation will be seen from the follow- g extracts from the Deputy Commissioners' reports:—

Sambalpur.—"The most important of these products is ice, and of this the outturn throughout the greater part of he district was fair. In the Zamindaris of Barpaili, Bija- ur and Behrun however, and in parts of Phuljhar and Bora- mber, and also of the Khalsa of the Bargarh Tahsil, there as a complete failure of the whole crop. * * * The surplus ocks in the hands of the people were so large however, that e whole of the requirements of those parts where there had

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been a failure, were easily supplied, and there still remain immense reserves throughout the district. * * The want of means of communication still prevents the people from getting rid of their surplus stocks, and they are thus unable often to raise the money necessary for the purchase of such articles of luxury as they require, though at the time they may be possessed of considerable wealth in grain."

Raipur.—"Wheat, rice and other grains. The exports amounted to 26,908 maunds, against 103,171 maunds in 1872-73. The decrease is due to the reduced outturn of the crops owing to the scant rain-fall"—The Deputy Commissioner was new to the district, but the Commissioner remarks on this passage: "notwithstanding that the rice crop was generally below the average, I believe that there were considerable stores of rice which could have been spared for export. Prices, however, kept up, and hence it did not pay to export. In fact, unless rice can be obtained here at a rate cheaper by three times that which prevails at Nagpur it does not pay to export".

Bilaspur.—"All through the district, the yield of the rice crops has been very far indeed below the average * * *. In the west of the district around Mungeli there was almost a total failure, and further eastward they were a little better." The surplus in this district, though considerable, is believed to be lower than usual, but referring to the means of transport from and through his district, the Deputy Commissioner writes:—"Each cart loaded with grain is generally drawn by four lean animals having a strong objection to move. unless continually stirred up with an iron pointed stick. With not a few of these animals it appears necessary to establish a raw portion on either hind quarter before they can be satisfactorily driven. The wheels of a considerable percentage of the carts have no iron tires, and the outline being anything but circular, an immense amount of unnecessary labour is thrown on the cattle."

This failure of the rice crop, almost throughout Chhattisgarh, may not be capable of exact measurement, but some idea of the loss may be formed, if we compare the conditions which make up an average good agricultural year with those

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of the year under review. In the first place the rain-fall in June and first two weeks in July, on which the success of the crop depends, was markedly deficient, thus:—

			Rain fall in inches and cents		
			In June.	1st half July.	Total.
1872	Raipur	...	10·77	14·47	25·24
	Bilaspur	...	9·74	3·69	13·43
	Sambalpur	...	11·22	12·75	23·97
1873	Raipur	...	4·90	3·05	7·95
	Bilaspur	...	2·38	7·14	9·52
	Sambalpur	...	2·90	10·58	13·48

and were it not for some heavy showers that fell later in July, the whole of the late or principal rice crop of the year would have perished. The *total* fall of the year was also deficient:—

		Rain fall in inches	
		1872-73	1873-74
Raipur	...	54·8	32·4
Bilaspur	...	49·3	35·1
Sambalpur	...	61·2	49·7

The area of rice cultivation, affected by this late and on the whole deficient supply of rain, was in Raipur 53 per cent of the total 2,240,745 acres under cultivation, and 64¼ per cent of the total 937,775 acres in Bilaspur. For Sambalpur there are no agricultural statistics, but there too the cultivation is almost wholly rice.

Then the price current of rice in December and March of the two years was as follows:—

		Seers of rice per Rupee in			
		December 1872.	December 1873.	March 1873	March 1874.
Raipur	...	44·1	26·1	44·8	32·0
Bilaspur	...	48·5	24·2	52·2	28·0
Sambalpur	...	38·2	32·6	41·9	35·0

These data are sufficient at least to show that the rice harvest of 1873-74 was very much below the usual average, and yet in such a year we have seen that the exports have fallen off very little, and were made up mostly from reserve stocks. The reserve stocks of the country have always been believed to be immense, and the circumstances of the year go far to prove that they must be really great, when if

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is considered that beside providing for the consumption of nearly four million souls (540,000 tons, at the lowest computation of 1lb. per head per diem of population all round)— they, with the scant production of the season contributed to maintain the external trade at very little below its normal level;— more than that, the popular and official belief is that there are *still* vast stores in reserve.

The *means* of transport, deficient and inefficient both, are no doubt the great obstacle to any development of either agriculture or trade in Chhattisgarh, and no one acquainted with the country will accuse the Deputy Commissioner, Bilaspur, of exaggeration in the description he has given of the every day scenes along the trade tracks in that district, and, it may be said, of almost every other part of the Division. The one urgent necessity for the development of this vast agricultural tract is the railway, of which the plans and estimates are now before the Government of India.

Before passing to other subjects, I will notice here that certain comments, adverse to the construction of this railway line, have been recently made in England by an eminent Engineer Officer. It was stated that the funds could be more profitably spent in completing the Godavari Navigation Scheme, which, it is said, "was originally designed (by the Madras Government be it remembered) for opening up the Central Provinces to the whole world," that is, "to the Port of Coconada," 450 miles to the sea. The history of this scheme and the causes which led to its suspension are so fully before the Government of India, that it will not be necessary for me to repeat what is already well known. Nor does it rest with this Administration to explain or defend the heavy cost of the "1280 miles of the Peninsula railway," and the "charge upon taxes" which it involves. But what I would wish to point out is, that be the merits or demerits of the Godavari Scheme what they may, there is probably nothing more certain than, that no system of canals which it may be possible to devise in connection with it, can by any possibility be made to serve the purposes of the projected railway to connect the plateau of Chhittisgarh with the Great India Peninsula terminus in the plains of Nagpur. The drainage of Chhattisgarh is towards the east by the Mahanadi, that of Nagpur towards the south by the tributaries of the Godavari. The nearest point of the Godavari navigation, if it

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could be completed, would be 200 miles from Chhattisgarh—and Chhattisgarh would then be in as isolated a position as it is now, 120 miles from the railway terminus at Nagpur. It is this distance that it is proposed to cover by the railway if any thing is to be done for Chhattisgarh at all, and it would be just as necessary to construct the line hereafter if the Godavari navigation were ever completed, as it is now, with the Great Indian Peninsula line running up to Nagpur. It requires little consideration to decide which of the alternative schemes is the more pressing, the Chhattisgarh railway, which would link those grain growing tracts with the Indian railway system now working, or the Godavari navigation which would do nothing towards that desirable end, but would at once conflict with the completed railway to Nagpur, already more than sufficient for the existing trade. The very fact of the Peninsular railway having been completed to Nagpur, appears to be almost a sufficient argument for the disposal of the Godavari navigation claims—for it is only too true, that more than sufficient provision already exists for the trade now coming to the railway, and would be no more than sufficient if Chhattisgarh could be linked on to the system. The completed railway does not pay, and is a "charge upon taxes" simply because it has stopped where it has; to help to make it pay it has only to be extended for the 120 miles proposed. But to complete the Godavari scheme under these circumstances would be to starve the railway still more, while the little remaining trade that would be attracted to the river, would barely suffice to pay its working expenses, if it would do that. I would further illustrate this point a little—Cotton, for instance, intended for the Bombay mills or for the Home markets, would not go down the river to be sent round *vid* Madras by a long sea voyage. No demand for grain could exist down the river or at the eastern port of Coconada, where it is cheaper than here; the market for grain is westward in Berar and Khandesh. Salt might come up the river cheaper than by rail from Bombay, but except this one article, the trade generally would continue to go by rail westward, where there would be a demand. The commercial advantages of Bombay by its position as the nearest port to the Home markets, will always give it the command of the Nagpur country, for the supply of piece goods and other European supplies by the railway. For such supplies to come round by the longer sea voyage to the port of Coconada and up the river

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to Nagpur, the additional sea freight, not to mention delay and the absence of Agency arrangements on the Eastern Coast, would more than counterbalance the higher charges for the shorter distance by rail from Bombay to Nagpur. Such as these charges are, they enable Manchester goods to compete seriously with the local manufacture, to limit it in fact to the few specialities which the English mills have not attempted. Now the exterior trade of the country is almost confined to these four articles, cotton and grain as exports and salt and English piece and miscellaneous goods as imports; other articles are not so important, and so far as can be judged from the conditions of this reflex trade, it seems almost beyond doubt that, for cotton, grain, and piece goods, the trade would continue to be with the west by rail, even were the eastward Godavari navigation an accomplished fact, and all its advantages as patent as its supporters claim for it. To give one more illustration of this from General Cotton's own figures—when stating the advantages of water over rail communication over all India, he quotes the prices of food grains at extreme points :—Ferozpur in the Punjab and Ahmednuggur in Bombay, Tirhoot in North Bengal and Pooree in Orissa, and among others, Coringa on the Eastern Coast at £6-10-0 per ton, and Surat on the Western Coast at £11 per ton. By water communication between these last two points, he could supply the Surat markets at £7-10-0 per ton. I have nothing to say to the possibilities of such a feat. What I would draw attention to is that if food at Coringa is at £6-10-0 per ton, the Godavari navigation from the parts of the Central Provinces, nearest the tail end of that navigation, where food in the best of seasons is at £5-10-0 per ton, could offer no possible inducement to export in that direction, while the nearer markets of Berar and Khandesh westward, by rail, offered £9 and £9-5-0 per ton respectively. Even were the Chhattisgarh railway open, and the price of food at Nagpur reduced to £3 or £4 per ton, as it probably would be, the direction of the exports would still be naturally to the dearest markets, and these all point in a way opposite to the river. The importance of this position of the grain trade as a factor in the discussion on the merits of the Godavari Navigation Scheme, so far as they concern the commercial interests of the Central Provinces, seems to have been unaccountably overlooked. Apparently it only required to

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give the current food prices at Nagpur, to show that the whole Godavari Canal Scheme, even if completed, would exercise no influence in changing the direction of the Chhattisgarh traffic.

It is clear then I think from all this that, whether with or without the Godavari navigation, the Chhattisgarh railway is essential to the developement of that country, and equally so to make the existing Great Indian Peninsula line, where it stops at Nagpur, more profitable than it is.

To return now to the events of the year, the trade by boat on the Godavari from the Dumagudiem barrier below Sironcha to the southern confines of the Central Provinces was :—

		Tons.	Value Rs.	Passengers.
Up Traffic	...	1,268¼	77,243	195
Down „	..	676	34,328	581
		timber logs		
		22,868	1,00,341	

No duty is taken on this traffic for the accommodation it receives at the canal at Dumagudiem. On the Lower Godavari canals in the Madras Presidency boats are required to take out a license, which is equal to one rupee per ton per annum, with the "run" of about 500 miles of canal. Were a license of this kind introduced on the short canal at Dumagudiem, on the average of 124 boats employed measuring about 614 tons, the receipts would not, on the small traffic it accommodates suffice to pay the yearly cost of the Lock establishment, and might altogether extinguish the little traffic there is. The expenditure in the year has been Rs. 8,879 principally for maintenance of establishment and repairs; all construction works having been suspended. It may be useful to note here that the net expenditure on the works of the Upper Godavari, or that portion of the river which is within the Central Provinces, was up to the close of the year 1873-74 Rs. 70,18,359 (£701,836). Of this amount 15 lakhs were expended up to May 1863 while the works were under the Government of Madras, and 56 lakhs since then, when the works were transferred to this Administration. The amount is exclusive of interest on capital. Arrangements are now in progress for the transfer of the control and management of the works at the 1st Barrier to the Government of Madras. It is estimated that not less than

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15 lakhs of rupees will still be needed for the completion of the long channel below the Barrier, required to render the channel navigable for eight instead of five months of the year. Whether these improvements will be carried out is doubtful: but the Government of India have decided that whether the works be considered Local or Imperial, no improvements or extensions should be sanctioned, except on the ground that they will increase the return on the capital invested in the works.

The Holkar (State) Railway from the Khandwa Railway Station in Nimar to Indore was opened for passenger -and goods traffic, towards the close of the year, for 37 imiles, to Mortakka on the left bank of the Narbada river. The completion, to this extent, of this branch line, brings nto the Central Provinces for re-export a large amount of traffic which previously passed by road between Indore and Manmar on the Great Indian Peninsula Railway line in Khandesh, the largest item being opium from Malwa to Bombay. The construction of this line is not under this Administration and it is only noticed here as having an important bearing on the commercial interests of Nimar and the Narbada Valley districts generally.

Of the routes by which the exterior trade is carried by Road, the "Great Northern Road," from Nagpur viâ Jabalpur towards Rewah and Benares was kept in good repair, and the large masonry bridge at its southern extremity at Kamthi was finished and opened for traffic on the 22nd September 1873. The cost of this bridge, with 6 miles of new metalled road including culverts, &c. amounted to Rs. 12,48,693, spread over several years. The Viceroy visited this bridge in December 1872,and remarked that its solidity and appearance were of such a character as would lead him not to place belief in any other work of Engineering in India if it failed. It is undoubtedly a work of great magnitude and although the total cost has been large, still full value, has been given for the money.

The road from Sagar to the Kurrailee Railway Station in the Narbada Valley was considerably advanced and a temporary bridge put up over the Narbada at Birman was of much convenience to the traffic.

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The Eastern road connecting Nagpur with Chhattisgarh was kept in repair and remetalled to a considerable extent over its finished sections, a temporary bridge over the Wynganga being also provided to accommodate the heavy cart traffic on this line, a few unfinished sections remained at the end of the year. They have now been taken in hand and will be rapidly pushed forward towards completion.

The total cost of roadmaking and road repair during the year has been for :—

Construction	..	Rs. 2,05,160
Repairs and maintenance	.., ,	1,53,173
Total Rs.	..	3,58,333

Section III.

Resources of the Country.

Agricultural resources are represented by the area under cultivation, which the returns of the year give as follows :—

	Acres.
Rice	4,658,432
Wheat	3,496,135
Other food grains ...	5,137,640
Oil-seeds	864,297
Sugar-cane	97,101
Cotton	713,404
Opium	4,243
Fibres	24,702
Tobacco	50,550
Vegetables	58,691
Other crops	58,429

These figures do not include statistics for the District of Sambalpur, the Land Revenue Settlement there not having yet been brought to a conclusion, nor do they include the cultivated area of the Feudatory States, of which there are

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no statistics. They however include this year the area in all the Zamindari estates, which information was only partly available in previous years, and this will partly account for the increase in some of the items. The magnitude of the failure of the rice crop already referred to may be judged by the large area which is sown with that cereal,—above a fourth of the total cultivated area ; and unfortunately the promising way in which the season opened seems to have induced every acre suitable to that crop to be sown with it. As the season advanced and the rains failed, the prospects of a favorable Rabi seemed doubtful, and less wheat and other spring crops were sown, which will account for the diminished area under those headings. As it was however, though the rice failed most signally, many of the other autumn crops and notably Jawari were particularly abundant, and the spring crops were on the whole fair. The effect on prices was to lower them generally for all food grains, rice included, the reserve stocks of previous years being freely brought to market.

Iron.

The preliminary report by Mr. Bauerman, the Metallurgist deputed by Her Majesty's Secretary of State for India to examine and report on the feasibility of establishing Iron works in India, was referred to in last year's Trade Report in connection with the ores in the Wardha and Narbada valleys in these Provinces. Since then his second report on the subject has appeared in the Supplement of the Gazette of India, without however much additional information, except as to the very great superiority of the Lohara (Wardha valley) ores over those of other Indian ores examined. "The most important deposits of iron ores," he writes, "that I have seen are those of Lohara in the Chanda District, and these would be better adapted for developement than the Bengal ores, if they could be brought into communication with the Chanda and Berar coal fields * * * ; and if the coal should turn out well, the locality seems to promise fairly for the introduction of iron making on a large scale." On this the Government of India called for a report upon the facilities for establishing a Government iron manufactory in that neighbourhood, which was forwarded with my minute of August last. The quality of the Lohara ore having been placed beyond doubt by analysis separately conducted in England and India, and the

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existence of valuable limestone as a flux in the vicinity of the field in any quantity being also certain, it only remains to decide whether the coal now being raised from the Warora pit is of a kind to ensure the successful manufacture of iron. Mr. Ness the Mining Engineer at Warora is of opinion that a large proportion of the coal is too friable to stand "burden" in the furnaces, but this defect he proposes to remedy by making it "into blocks of fuel" after a process devised by himself and which has stood successfully the tests applied. Writing at a later date and after further trials of the coal he estimated that the quantity of friable coal would be between 30 and 40 per cent of the output, the other 60 to 70 per cent being large coal, having the quality of standing "burden" in the furnaces; and he recommended the erection of "two medium sized furnaces capable of producing, say 150 tons a week of pig iron, and converting the greater portion of it into steel by the Bessemer process." An expenditure of Rs. 5,000 for this purpose has been recommended to the Government of India. The experimental furnaces will be erected at Warora where the suitability of the "large coal," and the "patent fuel" made up of the small coal and slack, can best be tested, and then it will be time enough to decide on the most suitable site for an iron manufactory with reference to the several localities where the ore, the flux and the fuel are found in closest proximity. The Warora site has this immediate advantage that a large expenditure has already been incurred there in fitting it up as a permanent Colliery, and it is, or will very soon be, the terminus of a railway line linking it on the Great Indian Peninsula line at Wardha, and so to the Indian Railway system.

Coal.

The quality of the coal raised at Warora, where the Colliery is worked by a Government Establishment of trained European Engineers and workmen, has been referred to above, the *quantity* has been estimated at 20 million tons, which, at an output of 500 tons a day, sufficient for all probable demands, will last for 130 years. This is independent of the fields further north where by borings sunk at a place called "Bundur" a coal field of considerable extent has been proved, one of the seams being 18 feet in thickness. The demand on the Warora coal for railway purposes has been stated at 50,000 tons a year and as the output has been calculated at considerably more than double that amount, there will be always large

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excess annually available for manufacturing iron and other purposes. The latest analysis of the Warora coal gave the following results.

Volatile combustible matter ...	33·75
Fixed carbon	43·70
Ash	13·0
Moisture expelled at 212°F. ..	9·55
	100·
Sulphur in coal ...	0·25
Specific gravity of coal.	1·3

The proportion of ash and moisture is about the same as is found in most Indian coals and it is in that respect so inferior to English coal, but much of this inferiority is overcome by Mr. Ness' very simple process of converting the "small coal" into "patent fuel," which, submitted to the blast of a smith's bellows "stood to the last particle, giving out excessive heat and leaving no clinker." In this form it is hoped that the objections to this local coal will be removed both for locomotive and manufacturing purposes. The charges for Construction, Plant, Establishment, &c. at the Warora Colliery during the year has been Rs. 2,16,528.

There is nothing new to record in regard to the Narbada Coal Company's operations, the capabilities of the area within the grant being still undergoing trial. The Company have however been able to maintain its supplies to the G. I. P. Railway at about 1,200 tons a month.

The experimental borings for coal in the basin of the Narbada have yet proved nothing, but they are being vigorously prosecuted. The cost incurred during the year was Rs. 14,118.

Betul Coal.

The position of the above mentioned coal fields, one in the Valley of the Wardah at Warrora, and the other high up in the Narbada Valley in the Narsinghpur District, will show with what advantage they will enter the field for the supply of the railways running in their vicinity; but the demand which is likely to arise for the Holkar and Central India railways makes it of great importance to find coal as low down in the valley of the Narbada, or in the valleys of its southern

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affluents, as the geological indications may afford promise of. So far as the survey has gone there seems little hope of finding coal west of the Moran river in the Hoshangadad district, where the Deccan traps and metamorphic rocks are approached; but fortunately not far within this demarcating line, coal has been found near Shahpur in the valley of the Tawa in the Betul district, 30 miles from the Itarsi Station on the G. I. P. Railway line, which is 107 miles by rail from the terminus of the Holkar State Railway at Khandwa. In last year's report it was mentioned that a few tons of coal excavated here had been tried in the locomotives of the G. I. P. Railway with favorable result, but a larger quantity, some 300 tons was asked for to give it a fair trial. The report on the trial of this supply, which was burnt in three Goods Engines working between Jabalpur and Sohagpur, is thus shown:—

Miles run.	lbs. of coal burnt.	lbs. of coal per mile.	lbs. of water consumed.	lbs. of water per mile,	lbs of water per lb. of coal.	Average load.	Engine.
857½	49.280	57·47	2,12,940	248·44	4·32	24·	327
2,851	1.77.520	62·26	7,78,860	273·18	4·38	24·	326
623	34,160	54·83	1,66,050	266·53	4·86	25.	339

the Engineer remarking, "from the above you will see that both the poundage and evaporating power of the coal is more favorable than that arrived at when trying the first consignment. This coal appears to be of a different class to that which we get from the Narbada Company. For whereas the Narbada Coal leaves a large amount of soft white ash, this Betul Coal appears to be free from this soft ash, but clinkers very badly, necessitating the cleaning of the fire-bars quite as often as in the case, from other causes, with the Narbada coal. No doubt much of the clinkering and the heavy poundage is due to the fact of the coal being taken from the surface and therefore being mixed with impurities. I believe that with deeper workings the coal would be in every way well suited for locomotives. I have often ridden on engines burning this coal, and on one occasion when circumstances necessitated it the Mail train was worked with an engine burning this coal

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and made up a few minutes." This practical test may be considered rather favorable on the whole, and it is now determined to prove by borings the extent and value of this field, first on the north side of the basin as being in the more immediate neighbourhood of the railway, and failing there, on the south.

Copper.

An important discovery of a deposit of copper on a small island in the Narbada river, close to the Birman Ghat, was reported during the year. The credit of the discovery is due to the resident Agent of the Narbada Coal and Iron Company. The quantity in which the ore occurs and the cost of its extraction and transmission to market have yet to be determined, but two specimens sent to the Calcutta Mint gave the following result:—

	A.	B.
Copper ...	32·75	23·1
Iron ...	2·50	5·4
Earthy matter...	64·75	71·5
	100·	100·

which is considered eminently favorable. Some questions as to rights in the locality are under investigation and when disposed of further progress in the mining operations may be expected.

Silk-Tasar.

The results of the experiments conducted in the districts of Chanda, Betul and Upper Godavari have shown the possibility of raising large quantities of silk or Tasar cocoons at a comparatively small cost. The native method of rearing the worm in the open air on the Saj and other suitable trees was found to promise the best results in the two first named districts, while in the Upper Godavari the in-door cultivation was most successful. The experiments were conducted under the supervision of the District officers. From the stock of cocoons raised, quantities were sent to be manufactured into woven pieces to Bengal and Bombay, where it was believed a better description of silk was manufactured than anywhere in these Provinces. No specimens have yet been received from Bombay, but judg-

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ing merely from those received from Bengal, very little hope can be entertained of seeing anything like a superior silk, or one likely to suit English taste, being manufactured in India from the tasar, after the native method. They were, in fact, not superior to the kinds obtained in these Provinces, and not equal to kinds obtainable to order. The cost incurred too in the preparation and transmission of these Bengal samples was almost double their value according to local market prices. It is hoped the Bombay specimens when received may be more favorable. It is believed that a simple and inexpensive process of reeling this silk has been discovered in Italy, and the Government of India in June 1873 asked the Secretary of State for India to obtain full information on the subject through Her Majesty's Consul at Genoa, of the Chamber of Commerce and other competent bodies and individuals in that City: information was also asked for at the same time in regard to the best methods of dying the tasar, but up to December last no such information had been received in India, (Letter from Dept. Revenue, Agriculture and Commerce, No. 255, dated 9th December 1873). It is in the branches of reeling and weaving that the Indian industry is so backward, and any improvement to them by the introduction of simple and moderately priced machinery would prove of great benefit. It is not so certain that, in the matter of dying, much improvement may be expected by the adoption of European processes, as the brilliancy and permanency of the dyes now given to silk in parts of these Provinces are preferred to the English dyes, and it is a point on which there is a keen appreciation in the local markets.

Section IV.

The actual Trade.

Cotton.

Notwithstanding all the vicissitudes and uncertainties which attend this traffic in the hands of dealers having transactions with the European markets, Cotton continues to take rank in the annual returns as one of the principal articles of export, and though not so profitable as in former years to either exporter or grower, it is no doubt still, to the latter, a remunerative branch of cultivation. The area under cotton cultivation for the Province

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generally was 830,315 acres, or slightly higher than it was during the past seven years. The season was on the whole a favorable one for the crop, a deficiency in the latter rains having protected it from discolouration, or what is known to the trade as "black leaf." Both in quantity and quality, therefore, the outturn of the year has been all that agriculturist and trader could expect, but a fall in prices had checked exportation, the total quantity exported being 241,189 maunds as against 273,580 maunds in the year previous. The trade is still principally with Bombay, as the following abstract of the exports will show :—

To Bombay from Nagpur country ..	146,985	*Maunds.*
To Bombay from the Narbada Valley ..	53,780	,,
		200,765
To Northern India		15.492
To Eastern Coast		24,932
	Total Maunds	241,189

Steam Cotton Presses have been set up at Hinganghat and Wardah, and nearly the whole quantity exported from the Nagpur country has thus been despatched in "full pressed" bales ready for shipment. Cotton Presses have as yet no where been set up in the Narbada Valley, and the article still leaves those districts in the shape of "dokras" (unpressed bales.) The quality of the Narbada Valley cotton is comparatively inferior, while that of Hinganghat has a European reputation ; the one requiring trade inspection and classification, the other not ; and hence probably the hesitation to set up Cotton Presses in the Narbada Valley. The importance of a recognized quality, as connected with full pressing, was forcibly illustrated during the year in Berar, where "considerable uneasiness" among dealers prevailed on its becoming known that "a very inferior variety of Hoshangabad cotton seed which was lately eradicated with much difficulty from Khandesh, and which is known commercially as the 'old Khandesh cotton,' had been introduced into East Berar." The seed, it is said, was brought there "by a speculative native who was charmed with the large yield from the plants, and other cultivators being equally captivated it has spread to so very considerable an extent that no one who has lately purchased cotton in the Oomraotee market can have failed to have met with it in his selections." The Berar cotton has as

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high a reputation as the Hinganghat, and to preserve that reputation it was necessary to take active measures for eradicating the Hoshangabad seed, which was done under the orders of the Resident, Hyderabad.

The following abstract will show the shape in which the total exports to Bomay was made :—

	Number.
Full pressed bales ...	30,952
Half pressed do. ...	495
Dokras $\frac{26,814}{3}$ do. ...	8,938
Total Bales	40,385

To Northern and Eastern India cotton generally goes in the "dokra" state, but this year 555 full pressed bales went from Hinganghat direct to the Cotton Mills at Cawnpore. The value of the cotton trade to the Province will be seen when it is noted that this one article brings in from half to three-quarters of a million sterling a year. This of course does not include the internal trade in the article, or what moves from one district or circle to another. For this purpose about two-thirds of the crop are kept to be worked up into wearing apparel for local use or for foreign export, and this exterior trade will now be noticed under the head "Country cloth."

Country cloth.

In former reports it was pointed out that this manufacture was kept alive by its supplying a material, both as to texture and to the distinctive peculiarities affected by the different castes, which the people, or the bulk of the labouring and agricultural classes, have not found among the many cheap varieties of Manchester fabrics with which the markets are stocked. A large local and, to some extent, a foreign demand is thus met by the hand looms of the country, some of the centres of the industry having a wide fame and attracting dealers from distant parts of Western and Northern India. The trade, however, very much depends on the current prices of cotton. and fluctuates exceedingly, rising to nearly a million sterling, as in 1869-70, and falling to £ 122.700 as in 1871-72, and again rising to £ 200,000 as in the year under review. The returns also

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show a return traffic in country cloth, due mainly to the requirements of foreigners in the native army, the police and others engaged in Commerce and in the Civil Departments of Government. Considerable fluctuation is also apparent in this import trade which is not easily explained.

English Piece-goods.

In some respects a cognate subject is the trade in English piece-goods. The imports of the last four years were :—

	Maunds.	*Value £.*
1870-71	113.863	1,154,140
1871-72	110,251	1,091,320
1872-73	91,561	770,109
1873-74	134,280	1,155,220

A large portion of these imports is again re-exported or passes through to the Native States in Central India and elsewhere—thus in the last mentioned year the re-exports were 64,281 maunds, value £ 594,165, or half the *total* imports. The taste for English piece-goods is undoubtedly spreading, and few respectable natives are now-a-days seen without some portion of their costume being made up of English cloth, while among the town populations it very largely displaces the use of the more homely country made stuffs. The time, however, seems to be far off when the use of English piece-goods will be in general use among the labouring and agricultural classes, and the weaving machinery now being set up in Bombay and other parts of India does not improve the prospect as to Manchester interests certainly. How far weaving by English machinery in India will affect the Indian hand loom industry depends much on its adaptability to native wants and means ; and it is a question full of anxiety to the weaving classes of these Provinces, of whom the Census numbered 203,689, not including women and children.

Salt.

Salt is mainly imported from the Western Coast by railway, while smaller quantities come from the Sambhar lakes in Central India,

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id Sagar, and from the Eastern Coast District, *vid* Sambal-ur. The total imports of the last five years were :—

1869-70	 848,714	maunds.
1870-71	 1,079,241	„
1871-72	 1,041,686	„
1872-73	 1,003,232	„
1873-74	 1,121,573	„

Of the quantity imported in the last mentioned year, 926,275 maunds, or nearly the whole, came from Bombay by rail Inclusive of Customs duty this one article of import costs the country above half a million sterling a year. The abolition of the Inland Customs line along the Southern frontier of the Province about the end of the year has proved a great boon to the trade, particularly in the Chattisgarh country where the people are poor and where the weakness of the line staff tempted to smuggling. The duty is, however, not altogether remitted, but is taken at a considerably reduced rate at the manufacturing sources on the East and West coast. The Customs line still stands on the Western frontier, and taxes the Central India lake salt as it crosses inwards.

Another large import item is sugar, of which the re-
Sugar. ceipts during the last five years were :—

in 1869-70	 479,559	maunds.
„ 1870-71	 178,970	„
„ 1871-72	 390,760	„
„ 1872-73	 269,164	„
„ 1872-74	 352,771	„

a considerable portion of these supplies passes through to the Central India States from Mirzapur, being taxed at Rs. 1 per maund as it crosses the Inland Customs line outward. As an article of luxury, sugar may be said to be only used by the European and well-to-do native classes : the Mirzapur sugar being most in request. The molasses (goor) of the country, produced in most districts, satisfies all the wants of the general population, and is to some extent exported to neighbouring territory.

The only other article calling for special notice is the
Grain. trade in grain. The following abstract will show that side by side with a large export trade there is a small import trade also ; the explana-

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tion is that Wardha and Chanda, both cotton districts, import cheap jowari from the neighbouring Berar territory where the crop is generally abundant; Nimar with its large population of labourers on the railway line, imports grain from neighbouring Malwa, and so on as to other local peculiarities in other frontier districts; but the Province on the whole, except in very bad years, is eminently an exporting country, and has, notwithstanding the almost total failure of the rice crop, exported more in 1873-74 than in the preceding four years:—

	Imports.	Exports.
	Maunds.	*Maunds.*
1869-70	1,119,868	749,815
1870-71	744,006	1,490,083
1871-72	796,614	3,310,080
1872-73	202,421	2,261,719
1873-74	175,545	3,288,843

In the first of the above five years there was extensive failure of the crops, more particularly in the Northern and Eastern districts, and the necessities of the time and the consequent high prices attracted large importations from abroad. Since then, and although the seasons have not been free of anxieties here and there, the exportation has gone on increasing till it has reached 121,809 tons, while the imports have been simultaneously decreasing and were as low as 6,502 tons in the year under review. Of the 121,809 tons exported,—

61,310 tons were of wheat,
14,410 „ „ rice,
46,088 „ „ other grains:

the whole valued at above three- fourths of a million stirling. The direction of the traffic was:—

Wheat.	Rice.	Other Grains.	
Tons.	*Tons.*	*Tons.*	
22,389	4,624	25,490	to Northern India and Bengal.
671	455	1,054	„ Central India.
35,104	135	11,382	„ Berar and Western India from Narbada Valley.
2,297	8,402	7,539	„ Do. do. from Nagpur Country.
272	192	280	„ Hyderabad, Nizam's Territory.
577	602	343	„ Eastern Coast Districts.

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e large despatches to the north,—larger than in previous rs, were no doubt caused by the famine in Bengal, and of se a large proportion have been diverted from the East- rd and Westward lines of traffic.

Other articles.

These need not be individually mentioned, as the Tables show what they are and what increase and decrease has occurred in each during e year. The large export of oil seeds is said to be due to e crop being a very full one, and the activity in this and her articles was no doubt caused by the loss of the rice crop ving to be made good. Activity is also shown in the export f lac and other forest produce.

The aggregate trade.

The total exterior trade has thus been, compared with previous years, as follows :—

IMPORTS.

	Quantity Maunds.	*Value Rs.*
1871-72	3,630,062	6,55,22,985
1872-73	2,699,801	6,49,00,128
1873-74	3,214,548	7,04,91,343

EXPORTS.

	Quantity Maunds.	*Value Rs.*
1871-72	5,672,373	7,45,16,191
1872-73	4,048,976	6,23,77,776
1873-74	5,727,252	6,80,85,982

These figures include the through trade which will now be excluded, and the net exterior trade compared with those of the two previous years :—

IMPORTS.

	Tons.	£.
1871-72	132,163	4,124,578
1872-73	97,656	3,990,155
1873-74	117,761	4,399,134

EXPORTS.

	Tons.	£.
1871-72	217,975	3,969,968
1872-73	146,913	2,945,337
1873-74	209,157	3,348,598

The smaller trade in 1872-73 was explained last year— in 1873-74 the aggregate is about the same as in 1871-72.

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Taking imports and exports together, the following compa may be made with the past years for which there are com statistics :—

	Tons.	£.
1863-64	102,341	3,909,008
1864-65	134,719	4,386,251
1865-66	136,265	5,519,766
1866-67	175,561	6,517,864
1867-68	196,432	6,110,897
1868-69	209,089	6,795,263
1869-70	237,044	7,144,465
1870-71	235,189	6,965,244
1871-72	350,138	8,091,546
1872-73	244,569	6,935,492
1873-74	326,918	7,747,732

The increase over 1872-73 is so far satisfactory ; but aggregate is slightly within that of the year previous. that year there were full crops, both of Kharif and Rabi, a large exports of grain—in 1873-74 one of the principal Kha crops, rice failed almost generally. The features of the t years were so far, dissimilar, and it was supposed that the was some over-trading in 1871-72 due to the reaction follow ing the depressed times of 1869-70.

In concluding these remarks on the Trade and Resource of these Provinces for the past year, I would wish to place on record my appreciation of the valuable assistance rendered by the Superintendent of my Office, Mr. Barclay, in the preparation of this Minute. The compilation of the detailed Returns and Statements annexed to this Report, as well as of the materials for the Minute itself, has devolved chiefly on Mr. Barclay ; and my best acknowledgements are due to him for his services.

J. H. MORRIS.

NAGPUR :
22nd *September* 1874.

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	Horses.	Cattle.		Sheep.		Timber and Wood.		Ghee and Oil.	
	Value.	No.	Value.	No.	Value.	Quantity.	Value.	Quantity.	Value
	Rs.	No.	Rs.	No.	Rs.	Mds.	Rs.	Mds.	Rs.
3	335	148	1,858	228	575	456	793	106	1,
1	1,230	...	..	...	...	396	792	897	10,
5	100	4,543	1,48,278	425	880	30	15	125	4,
9	1,665	4,691	1,50,136	653	1,455	882	1,600	1,128	16,
	..	1,640	74,129	812	2,023	14	140	128	1,
	..	12	152	60	120	99	321	429	6,
	..	1,652	74,281	872	2,143	113	461	557	8,
	..	8,503	71,822	10,498	17,580	101	882	620	1,
	..	..	..	144	288	..	...	...	...
	..	8,503	71,822	10,642	17,868	101	882	620	1,
	14,700	621	13,704	18,739	31,315	...	..	99	1,
	16,365	15,467	3,09,943	30,906	52,781	1,096	2,943	2,404	28,
	7,491	7,306	1,43,777	37,877	62,549	3,847	6,862	2,101	36,
	290	433	8,661	75	240	1,285	1,930	409	6,
3	1,320	..	...	..	...	17,678	20,517	17,076	2,56,
	...	100	4,670	115	230	10,004	10,961	144	1,
)	1,610	533	13,331	190	470	28,967	39,408	17,629	2,64,
)	31,134	124	7,576	1	1	..	..	1	
	..	35	379	...	..	72,060	1,41,761	133	2,
)	31,134	159	7,955	1	1	72,060	1,41,761	134	2,
	1,600	7,408	78,590	705	1,010	219	4,286	..	..
	...	88	590	...	...	..	..	..	..
5	1,600	7,496	79,180	705	1,010	219	4,286	..	..
	...	11	16,500	...	...	...	...	...	..
5	34,344	8,199	1,16,966	896	1,481	1,01,246	1,85,455	17,763	2,66,6
3	33,080	5,840	83,095	581	2,186	1,15,279	1,88,508	16,235	3,79,2

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	Cocoanuts.		Miscellaneous.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
276	405	4,024	3,584	7,231	15,186	1,07,383
764	12,795	1,27,950	64,633	1,29,266	9,19,054	78,760
115	31	713	2,056	2,249	66,964	6,14,493
155	13,231	1,32,687	70,273	1,38,746	10,01,204	85,99,636
909	...	..	753	14,360	12,298	1,68,603
111	697	1,569	1,959	14,127	22,412	1,51,208
020	697	1,569	2,712	28,487	34,710	3,19,811
000	6,314	33,977	364	2,415	10,22,086	18,31,317
	...	..	..	...	19,962	40,497
000	6,314	33,977	364	2,415	10,42,048	18,71,814
080	...	...	6,319	16,976	1,00,465	7,34,617
555	20,242	1,68,233	79,668	1,86,624	21,78,427	1,15,25,878
220	21,719	2,27,212	82,974	1,66,741	21,73,163	1,20,27,868
57	66	858	1,687	5,867	26,427	2,98,405
40	...	...	2,54,841	8,91,943	9,53,799	67,15,591
36	11	213	7,710	9,007	51,769	2,66,171
33	77	1,071	2,64,288	9,06,817	10,31,995	72,74,167
97	..	...	1,422	5,558	8,845	94,493
94	...	..	3,512	13,718	1,06,000	2,56,097
41	..	...	4,934	19,276	1,14,845	3,50,590
	...	...	425	5,418	1,32,673	7,37,447
	..	...	...	..	350	1,217
	...	...	425	5,418	1,33,023	7,38,664
	5,194	33,404	1,150	6,275	34,744	2,55,715
4	5,271	34,475	2,70,747	9,37,786	13,14,607	86,19,136
2	1,269	10,458	1,64,823	2,26,945	12,54,732	84,09,756

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	Cattle.		Sheep.		Timber and Wood		Ghee and Oil.		
	No.	Value.	No.	Value.	Quantity	Value.	Quantity.	Value.	
.	No.	Rs.	No.	Rs.	Mds.	Rs.	Mds.	Rs.	
•	..	..	80	240	..	..	6,579	1,18,422	
•	285	2,750	3,020	5,940	—	..	2,683	41,950	
•	3,919	32,641	38,813	52,745	..	..	196	3,992	
092	11,484	1,08,603	...	...	...	—	..	..	
65	506	4,191	1,823	2,706	200	56	206	3,634	
157	16,194	1,48,185	43,736	61,631	200	56	9,664	1,67,998	
,024	1,307	21,620	213	639	44	155	236	3,272	
207	1,744	47,177	1,085	2,215	3,115	2,020	8	207	
,231	3.051	68,797	1,298	2,854	3,159	2,175	244	3,479	
110	612	8,242	3,633	10,831	288	342	640	15,033	
,600	..	...	...	...	18,310	21,972	4,401	1,01,223	
,710	612	8,242	3,633	10,831	18,598	22,314	5,041	1,16,256	
,280	..	..	...	...	396	792	897	10,764	
335	148	1,858	228	575	456	793	106	1,276	
..	30	330	40	100	150	106	..	..	
..	89	675	240	360	..	...	..	..	
100	4,543	1,48,278	425	880	30	15	125	4,115	
1,665	4,810	1,51,141	933	1,915	1,032	1,706	1,128	16,155	
...	1,640	74,129	812	2,023	14	140	128	1,909	
..	12	152	60	120	99	321	429	6,111	
..	1,652	74,281	872	2,143	113	461	557	8,020	
5,250	84	864	120	120	..	...	12	207	
1,391	240	3,300	...	...	6,444	1,640	..	...	
6,641	324	4,164	120	120	6,444	1,640	12	207	
9,404	26,643	4,54,810	50,592	79,494	29,546	28,352	16,646	3,12,115	
5,072	22,649	2,66,138	45,109	80,644	16,479	38,428	15,771	3,30,874	

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	Cocoanuts.		Miscellaneous.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	Mds.	Rs.	Mds.	Rs.	Mds.	Rs.
	526	8,558	64,437	3,86,622	5,30,050	88,98,474
	..	...	670	5,275	24,557	1,04,705
	394	3,379	2,417	7,934	36,735	2,25,380
	...	...	1,530	2,318	4,212	1,46,879
	14	253	2,184	13,889	1,38,615	5,48,493
	934	12,190	71,238	4,16,038	7,34,169	99,23,931
	..	..	6,265	46,802	1,72,914	2,69,91,326
	20	200	201	1,234	38,318	2,52,003
	20	200	6,466	48,036	2,11,232	2,12,43,334
	25	146	5,781	21,501	17,023	1,31,750
	77,493	4,64,958	1,53,888	6,15,552	11,06,014	2,93,15,865
	77,518	4,65,104	1,59,669	6,37,053	11,23,037	2,94,47,615
	12,795	1,27,950	64,633	1,29,266	9,19,054	78,77,760
	405	4,024	3,584	7,231	15,186	1,07,383
	243	1,781	60	413	2,652	20,322
	823	7,242	1,651	11,482	6,804	55,484
	31	713	2,056	2,249	66,964	6,14,493
	14,297	1,41,710	71,984	1,50,641	10,10,660	86,75,442
	...	..	753	14,360	12,298	1,68,603
	697	1,569	1,959	14,127	22,412	1,51,208
	697	1,569	2,712	28,487	34,710	3,19,811
	18,873	1,12,679	1,308	12,590	30,235	5,27,036
	..	..	...	..	70,505	3,54,174
	18.873	1,12,679	1,308	12,590	1,00,740	8,81,210
	1,12,339	7,33,452	3.13,377	12,92,845	32,14,548	7,04,91,343
	1,42,455	11,94,639	2,80 825	9,31,144	26,99,301	6,49,00,128

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	C		Coc
	Quant		Quantit
	Md		Mds.
276			
764	12,7		..
115			...
155	13,2		
909	..		
111	6		..
020	6		
000	6,3		
	...		
000	6,3		77
			77
080	...		
			12
155	20,24		
220	21,71		
			14
			...
557	6		
440	...		1
336	1		..
333	7		1
727	..		1,1
434	...		1,4
11	..		
	...		
	..		
	...		
	5,194		
4	5,271		
2	1,269		

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REPORT

ON THE

TRADE AND RESOURCES

OF THE

CENTRAL PROVINCES

FOR THE YEAR 1876-77.

BY

J. H. MORRIS, Esq., B. C. S., C. S. I.,

CHIEF COMMISSIONER.

NAGPUR:

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MINUTE

BY THE

CHIEF COMMISSIONER

OF THE

CENTRAL PROVINCES

On the Trade Returns for the year 1876-77.

I mentioned last year when presenting the Trade Returns of 1875-76 that it was the last time in which they would be prepared in the form adopted in 1863, and that in future they would be drawn up according to the instructions contained in the despatch of Her Majesty's Secretary of State for India No. 73, dated 10th December 1874, copy of which was received from the Department of Revenue, Agriculture and Commerce, with Circular No. 3-43—54, dated 20th January 1875, but finally ordered to be adopted with the revised classification of goods, in Circular No. 2-358—364, dated 14th June 1876. Accordingly the returns now presented are in this form, and are made up for the twelve month corresponding with the official year, as desired in the above correspondence. This change is necessary to admit of comparison with the sea-borne trade, the accounts of which are made up for the official year ending with March, and no doubt the general convenience of such an arrangement is great, but in these Provinces it unfortunately makes a comparative analysis of the returns difficult, as April and May, the two last months of the former trade year, are those in which traffic is often at its highest. In June all or almost all trade ceases with the commencement of the monsoon, and a new traffic season begins with October, nothing being done in the rainy season, as all the cross-roads of the country are impassable. It may be said then that all the trade of the Province is carried on between October and June, and therefore when April and May, the last two months of the traffic season are excluded from the year to which they belong, and are substituted by April and May of the preceding season, as the first two months for the year with which they have commercially no connection, an element productive of some little confusion is introduced into the columns of the local return. I note this point here not as questioning the propriety of the change in the year of report above referred to, but merely to avoid repetition in the remarks to be offered hereafter on what may be considered a disappointing absence from the returns for 1876-77 of any extraordinary large exports of grain and pulse for the famine districts of the Deccan, these Provinces being commonly believed to be so well able to meet such a demand; for it was in April and May 1877 (the excluded months) that the largest exports in that direction took place, and what came to the stations along the line in the Nagpur country and the Nerbudda valley for

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export in those months was more than the most strenuous efforts of the railway could take away. These extraordinary exports will consequently not appear in the returns of the year to which they more properly belong, but in the year following.

2. On receipt of the Circular of June 1876 above referred to, instructions were issued to all Deputy Commissioners to supply their Trade-registering Clerks with registers having the new classification of goods, according to which the trade was to be entered in future, and to bring the system into operation at once, making the best arrangements they could to recast the recorded trade of the two previous months (April and May 1876 now to become the first two months of the year), so as to fit into the classification now ordered. To ensure accuracy and uniformity, translations of the classified list in Hindi and Marathi were at the same time distributed to Deputy Commissioners. In the same way the Railway Companies Agents were asked to remodel the returns they furnished to this office of railway-borne trade, and I have to acknowledge with thanks the readiness with which this perhaps troublesome request was complied with,—except that the East India Railway Agency has stated its inability to give separately European and Indian piece goods, no such distinction being maintained in the goods traffic registers of that agency. It is said that when booking piece goods for despatch, the consignors do not always 'declare' them to be European or Indian, but as the difficulty is not experienced on the Great Indian Peninsula Railway, it will rest with the Government of India to take such action as it may think called for. At the same time the Governments of Bengal and the North-West Provinces were communicated with on the subject of trade-registering posts on the frontier conterminous with those Provinces, and the question of sharing the expenditure for the maintenance of the posts was deferred pending the decision of the Government of India as to whether the charge for trade registration generally was to be an Imperial or Provincial one. That decision, making the charge a Provincial one, was received late in the year, when a further revision of the establishments along the whole frontier took place, and the question remains whether it is worth while seeking to apportion any share of the expenditure to the two Governments named, seeing that it is very small where the frontiers are conterminous.

3. Paragraph 7 of the Resolution of June 1876 above referred to directs two sets of returns to be prepared—

(1.)—Trade with Foreign countries external to British India.

(2.)—Trade with other British Provinces or Native territory in India.

The tables and the comments thereon being kept separate. There being no direct trade from these Provinces with countries external to British India, only one set of tables, that representing "trade with

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"other British Provinces and Native territory in India" has been prepared, which show (1) the trade with Bombay, North-Western Provinces, Bengal and Madras, whose confines touch these Provinces at intervals along the frontier, and (2) the trade with Native territory in India, including the Nizam's territory and Berar on the south-west, and the Central India Native States, such as Indore, Malwa, Gwalior, Rewah, &c. on the north-west and north. The returns also show, as requested in paragraph 9 of the Resolution, how much of this trade has been carried by rail, by river and by road. In this place it may be as well to mention one defect in the Great Indian Peninsula Railway returns. They do not give the *destination* of goods taken up in these Provinces as exports, nor from whence have come goods put down here as imports. Every thing that this railway takes away and brings is put down as trade with Bombay; but in the year under report, large quantities of grain exports are known to have gone to the famine districts of Madras by this railway, branching off from Callian near Bombay; and the way in which the returns are prepared do not admit of any separation of this from the general westward trade with Bombay. This defect is all the more to be regretted, as the year under report is the first in which any large trade was done with Madras districts direct. It was known in previous years that some trade in tobacco and piece goods was carried on with Madras, but as they were comparatively small items, it was not thought advisable to press the matter of their separation in the Bombay returns, considering the labour such separation would involve. To some extent, a similar defect runs through the East India Railway returns; for instance all exports taken by that railway are entered as for the North-Western Provinces, whereas some of the articles may be for Calcutta and some perhaps for the Panjab. The returns in fact give the *direction* of the trade as it leaves and enters these Provinces, not the ultimate destination of each article, and it is as well that this should be distinctly known. Moreover the returns do not, as in former years, give the through trade, or that which is not taken up or set down at any station in these Provinces.

4. Taking the form of returns for exhibiting the external trade of the country is another set of returns now presented for showing the import and export trade of each large Town, in compliance with paragraph 8 of the Resolution already quoted.

5. I am sorry I cannot say more for the accuracy of these Trade Returns than what my remarks in the first three paragraphs of last year's Minute on the character of the registering agency employed, would warrant. The returns have been amplified, and a more systematic classification of goods has been decided upon; but the agency is very much the same as before, both in quantity and quality, and so long as some only of the main avenues of traffic can be watched, and the Provincial resources can afford to maintain no larger establishments than they do now, so long as the registering clerks cannot legally stop the traffic and are authorized only to make the best esti-

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mate they can, of weight and value, of the passing trade—so long will the returns be what they always were, an approximate representation of the trade of the country and no more; and if sufficient for all practical purposes for which they were originally designed in these Provinces, it is hoped they will, when compiled with the returns of adjoining Provinces as appears to be the intention, enable any intelligent enquirer, in a general way at least to (to quote from paragraph 4 of the Resolution of June 1876), "trace country merchandize from "the place of production to that of consumption in India or to the "sea port when intended for export, and imported merchandize from "the sea port to the place of consumption or to the frontier when "re-exported by land."

SECTION I.

Trade Registration.

6. I have already touched on this subject in the preceding remarks, and it will not be necessary to particularize the result of the petty revisions effected in different districts to ensure a fuller registration than was possible in previous years. It is only along the eastern frontier that any considerable addition has been made with the view of ascertaining the trade with the Madras coast districts, which being carried by droves of pack bullocks, whose course is determined more by the existence of forage and water along the routes than by other considerations will even now escape registration to some extent. As much as possible has been done by placing the registering posts at distant hill passes, where the traffic converges, but it is just at these places, wild in the extreme, and with a bad repute for health, that it is difficult to place an establishment and keep it efficient for long. The registration of the road traffic all round the frontier is accompanied with similar and other difficulties, but it is fortunate that the bulk of the external trade is carried by the railways, westward by the Great Indian Peninsula Railway and northward by the East India Railway, whose agents supply the returns in all the detail required, and these returns are believed to be fully reliable.

SECTION II.

The Trade Routes.

7. The traffic westward is mainly carried by the Great Indian Peninsula Railway on two lines, one running from Jubbulpore through the Nerbudda valley and the rich corn lands of Narsinghpur and

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Hoshangabad to Bhosawul, where it meets the line from Nagpur, and thence proceeds through Khandesh to Bombay. From Nagpur to Bhosawul the line passes through the best cotton districts in India and during the year, Hinganghat, by which name the best of Indian cottons is known to the commercial world, was linked to it by what is officially styled the "Wardha Valley State Railway." This line branches off from the Wardha Station, and to Hinganghat is 18½ miles. On this short length a daily train service was started from the 15th February 1877. The line was however in work departmentally from the commencement of the year, and after being closed for the monsoon months was again formally declared open to Hinganghat. Up to the close of the year there were 12,243 passengers and 19,000 tons of merchandize conveyed by this branch, bringing in an income of Rs. 22,937 for the 20 weeks of working, but the charges for working the line with maintenance charges and interest on rolling stock is calculated at Rs. 25,677, leaving a small deficit which is only to be expected in the unfinished condition of the line. Beyond Hinganghat the line runs for 23 miles further to Warora where the collieries are at work, and to this place coal and material trains only are at present run. The cost of construction up to close of the year was Rs. 45,54,089 or nearly half a million sterling, of which Rs. 7,50,757 were expended within the year. The importance of this line to the cotton traffic is very great, Hinganghat being the centre for a large circle of cotton growing lands in Wardha and Chanda and Berar, and there being two European cotton pressing companies there, which together in the past year full pressed 32,000 bales for foreign shipment. From Warora, the terminus of this branch railway, a metalled and bridged road of 26½ miles in length to Chanda is nearly completed, having been commenced in February 1874 on an estimate of Rs. 1,05,700. During the year the expenditure on this section and lower sections of the road from Bori towards Chanda cost Rs. 8,538. Hinganghat is also linked by a road running through the best cotton lands with Poolgaon on the Great Indian Peninsula Railway. This road was of immense use in past years before the railway had entered the valley. It is kept in good order as a feeder road, and cost last year in repairs Rs. 1,141. Chanda lies south-east of Warora, and Berar on the west with the river Wardha between. Besides cotton, the country is noted for its produce of linseed and gingelly for which a large demand exists for the European markets. I will speak of coal carried on this line later on when treating on mineral resources, and will continue here the subject of communications.

8. From the railway terminus at Nagpur a proposal has been several years under consideration for constructing a railway eastward towards Chhattisgarh where wheat, rice and all agricultural produce are raised in superabundant quantities, so much so that Chhattisgarh is popularly styled the granary of this part of India. The project has received the approval of the Secretary of State and the Government of India, and during the year under review a party of Engineers took up the final surveys of the whole line to Kallianpur near Raipur 121½ miles

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in length. This work was completed, but as the Government of India have not yet finally decided on the guage to be adopted the necessary calculations to the preparation of plans and estimates are in abeyance, and the famine interfering the Engineering staff was dispersed early in the present year. Thus a further postponement of this very important project has become inevitable. The guage to be adopted on this line is certainly a primary consideration as were it ultimately to be prolonged to touch the open line any where about Ranigunj its character as the shortest communication between Bombay and Calcutta would be enhanced very materially. It was decided however during the year to explore the country beyond the proposed terminus near Raipur in the direction of Sambalpur in the extreme east of the Province bordering on the tributary Mehals of Bengal, and an experienced Engineer and staff were deputed to carry out this work.

Three routes were suggested,—(1) from the terminus viâ Bilaspur to Korba, (2) from the terminus to Bilaspur and thence by a route generally parallel to the course of the river Mahanadi to a point on its left bank near Sambalpur, and (3) from the terminus viâ Raipur to Sambalpur direct. The three routes were 220 miles, 154 miles and 120 miles respectively, the shortest being the direct one due east viâ Raipur to Sambalpur. The report of these rough surveys was placed before the Government of India with a Minute from myself on the relative merits of each and the effect each would have on the trade and general prospects of the country. There is no pressing necessity for this extension of the line such as there is for the line to Chhattisgarh. Almost half the population of the Central Provinces are here as it were locked up beyond reach of any market for their surplus agricultural produce. From all parts of Chhattisgarh wheat, rice, linseed, &c. are brought over long distances to Dongargarh (or Kallianpur), 121 miles from Nagpur, and there sold off at fabulously low prices to the native dealers or agents from Nagpur and Kamptee, from Berar, and latterly from Bombay itself.

From Dongargarh to Nagpur the produce is carried on carts along the "Eastern Road," each cart carrying about a ton, and costing at the most favourable rate prevailing about as much as the Railway freight to Bombay above 500 miles. Development in Chhattisgarh is at a standstill for want of this short length of railway. The means of transport by cart and pack bullock is not equal to the demand, and notwithstanding that the existence of a metalled road now makes two and sometimes three trips in the fair weather possible, a run of a few good seasons in Chhattisgarh is as much dreaded by the agriculturist as a failure of the crops, for his produce is then a drug in the market and he must sell at any price for money to pay the rent of his land. I need say no more in this place on the urgency and importance of this Chhattisgarh line of Railway as the Government of India are in possession of the fullest and most recent information on the subject, and I deeply regret that Financial considerations should again necessitate its

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postponement for a time. The question of the concessions which under existing circumstances may fairly be made to a private Company prepared to undertake the line is now under consideration, and I hope very shortly to submit my views to Government on this point, as also on certain proposals made by the Chief Engineer to construct the line provincially.

9. The line of road that now serves the traffic between Chhattisgarh and Nagpur, mostly constructed in past years, is now being completed in its upper sections on which Rs. 75,000 were expended during the year, repairs and maintenance on the completed portion costing Rs. 66,584. It is in all 175 miles long, and of the total of the estimates for its construction Rs. 15,70,224, the amount expended up to the close of last year was Rs. 13,19,668. Some small bridge work and metalling remain to be done, but when done there will remain the Wynganga river unbridged, as too large a work to be undertaken for the present or pending the decision on the railway project above referred to. The river is crossed during the fair weather by a temporary trestle bridge which cost last year Rs. 2,837, and in this way the road may be said to be open for cart traffic from end to end for the greater portion of the year. A ferry toll levied at this crossing realised last year Rs. 8,853-8-6, and a road toll taken further up realised Rs. 9,259.

The trade on this line of road in the past year was in some measure checked by untimely rains in the transport season; goods in transit had to be put under such shelter as could be secured, and the rivers continued unfordable for unusually long intervals,—grain and seeds, the two principal articles, coming from Chhattisgarh thus in large measure arrived at Nagpur during the two dry months following the close of the year, for which the returns are made up. Still the extraordinary demand and high prices prevailing at Nagpur drew larger supplies than in the preceding year, the imports increasing—

from 1,167,901 Mds. valued at Rs. 20,71,735 in 1875-76.
to 1,248,424 „ valued at Rs. 21,76,568 in 1876 77.

The return trade mainly consisting of salt, piece goods, metal manufactures &c. also increased—

from 104,301 Mds. valued at Rs. 9,61,762 in 1875-76.
to 107,752 „ valued at Rs. 9,67,705 in 1876-77.

These particulars are referred to here parenthetically as by the scheme of registration now in force all internal movement of trade, such as the above, is not to appear in the Returns.

As much as possible is being done by Deputy Commissioners from available Local Funds to link the interior of their districts with

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this trunk road to Chhattisgarh, as, in Bhandara, which it enters immediately after leaving the Nagpur district, the road to Tumsar in part was metalled at a cost of Rs. 2,270, with a drain at Sausar costing Rs. 959, and other repairs Rs. 4,819. Tumsar is the central mart for a large part of northern Chhattisgarh and Bhandara, not tapped by the eastern road, and in the Chhattisgarh Railway project above referred to it was decided to run the line through this place in consideration of its commercial importance. In the Raipur district which the road then enters and where it ends, the cost of construction of feeder lines was in the year Rs. 9,726, the main feeder being in the direction of Bilaspur, in which district the cost incurred was Rs. 10,632 for construction and Rs. 4,678 for repairs and maintenance. From Raipur eastward to the coast districts of Madras there are literally no regular made roads whatever, and there is only a fair weather road to Sambalpur the most eastern district of the Central Provinces, whence communication is maintained with Cuttack by the Mahanadi river and by a fair weather road parallel with the river. The distances are so great and the country so wild and difficult in this part of the Province that very little has been attempted beyond making communication in the fair weather possible, and only a small bridge was built during the year on the Ranchi road. The river navigation too is precarious, and even dangerous at many points from rocks and rapids. Still, last year 56,000 maunds of grain, seeds and some cotton were exported down this river, the return boats bringing one and a half million cocoanuts and 4,866 maunds of other goods. The river is generally navigable from June with the coming in of the monsoon freshes to February and even later for the smaller kinds of boats. The larger boats carry from 250 to 120 maunds, and with a high flood go down from Sambalpur to Cuttack at the rate of 60 miles a day, the return journey taking from 3 to 6 weeks according to the state of the river. Navigation for six months of the year for large cargo boats extends up the river to Seorinarain in the Bilaspur district from which place to Sambalpur the transit may be accomplished in 3 to 5 days in favorable conditions of the stream.

10. Thus as much as possible has been done in the past and previous years to establish premanent road communication with the Eastern districts. Northward from Nagpur a first class road 169 miles in length runs through the large Military Cantonment of Kamptee, the Sadr Bazar of which place is a great depôt for grain. Here it crosses the Kanhan river by a masonry bridge of 12 spans of 80 feet each, one of the largest and most successful undertakings by the Public Works Department in these Provinces, and thence continuing northwards ascends the Sautpura range at Khorai and after passing through the wheat country of Seoni descends into the Nerbudda valley and so reaches Jubbulpore where the river is crossed by a temporary fair weather bridge. The traffic between Jubbulpore and Nagpur by this trunk road is not so great as it was before the opening of the railway through the Nerbudda Valley, by which most of the supplies and passengers now come round to Nagpur, but though its importance has thus in a measure diminished it is still a valuable

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feeder to the railway terminus at Nagpur and equally so to the railway at Jubbulpore, communication being maintained by it all the year through. Repairs and maintenance on this line cost last year Rs. 65,880, and three feeder lines to it in the Seoni district cost Rs. 2,783. West of Seoni on the plateau of the Sautpuras lies the district of Chhindwara with some reputation for raising opium, sugar cane, potatos, beside the ordinary cultivation of the country; here also cattle breeding on a large scale is carried on. The district is connected with the Nagpur terminus by what is called the "North-west road," 77 miles in length, and its maintenance and repairs cost last year Rs. 13,500, and Rs. 2,215 were spent from local funds in repairs on the continuation of this road from Chhindwara toward the Pachmarhi sanitarium.

11. After Nagpur, the next great centre of traffic is Jubbulpore, on the through railway line between Calcutta and Bombay. As the point of junction of the northern and western railway systems Jubbulpore has become a depôt for merchandize and the head-quarters of an Agency business of no small proportions. Every endeavour has been made to open permanent communication with it from the neighbouring districts, and besides the trunk road above mentioned connecting it with Nagpur viâ Seoni a road to Mandla eastward is under construction, and had expended on it during the year Rs. 47,390, with repairs to completed sections costing Rs. 2,353. When completed this road will attract a good deal of traffic from Bilaspur, from which district even now grain and other agricultural produce come to Jubbulpore after climbing the eastern face of the Sautpura ghats at Chilpi. Beside the Jubbulpore branch of the East Indian Railway, Jubbulpore is connected with Mirzapur viâ Rewah by a first class road constructed many years ago, the repairs to which and other branch feeder roads cost Rs. 7,610 in the past year, the Local funds also contributing Rs. 8,430. From Jubbulpore westward the railway after crossing the Nerbudda enters the Narsinghpur district and here at the Kareli station is joined by the "Saugor Southern Road," 73 miles in length, which has been some years under construction, and has cost up to close of last year Rs. 10,65,446, the expenditure during the year being Rs. 89,230. The road is very nearly completed and already bears some traffic, the ferry at the Nerbudda being served by boats of good dimensions. Proceeding still westward into the Nerbudda valley the railway next enters the Hoshangabad district and is almost immediately joined by a road recently undertaken to connect it with the Pachmarhi sanitarium on which Rs. 23,513 were expended during the year. Further west at the Etarsi station a road, 11 miles in length, links the railway with the town of Hoshangabad, the head-quarters of the Commissioner of the Nerbudda Division, metalling and repairs to this road cost in the year Rs. 5,950. Two other railway feeders in this district at Timurni and Sohagpur cost Rs. 9,256 in construction, and Rs. 10,634 in repairs to completed sections. Seoni and Hardha in this district through which the railway line runs are important grain depôts, and at them a large business is done with Bombay. Proceeding still further westward the line enters the Nimar district and at Khandwa meets the "Holkar State railway," from Indore opened during the

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year to the Nerbudda river which it crosses at Barwai by a magnificent bridge (for the history of this State Railway, see reports of the Central India Agency). Minor feeder roads in this district were maintained in repairs at a cost during the year of Rs. 6,167. From Khandwa the rail runs not far from the celebrated Asirgarh fort and by the old Mohammadan town of Burhanpur where survive to this day the peculiar manufacture of rich silk, brocade work, and other costly apparel much worn by Native Princes and the wealthy in all parts of India. A little beyond Burhanpur the rail leaves the Central Provinces to join the Nagpur branch at Bhosawul and continue its course through Khandesh to Bombay.

12. The Godavery river navigation scheme having been transferred to the Madras Government, and as very little traffic from the Central Provinces takes that route I need make no comments on its service during the year, and will close this section with an abstract of the total expenditure on communications during the past year, viz.:—

			Rs.
From Imperial funds—			
Wardha Valley State railway ...			7,50,757
From Provincial funds—			
Construction	Rs.	3,22,077	
Repairs	„	1,89,569	
			5,11,646
From Local funds—			
Construction	„	96,243	
Repairs	„	1,10,022	
			2,06,265
	Total	...	14,68,668

SECTION III.

Resources of the Country.

13. This subject will be considered under the heads of agricultural resources, and minerals including coal, manufactures.

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1. *I. Agriculture.*—The area under cultivation in all the 19 districts in the past year, compared with the previous year, was—

	1867-77	1875-76.
	*Acres.	Acres.
Rice ...	4,488,151	3,894,687
Wheat ...	3,493,374	3,493,420
Other food grains ...	5,198,934	5,058,867
Oil seeds ...	1,350,397	1,025,213
Sugar cane ...	107,805	102,861
Cotton ...	802,437	754,931
Opium ...	3,517	4,767
Fibres ...	26,082	23,158
Tobacco ...	49,041	53,571
Vegetables ...	51,970	55,593
Other crops ...	72,995	63,244
	15,644,703	14,530,312

The increase of above a million acres is due mainly to the completion of the settlement in the Sambalpur district admitting of the area of cultivation being approximately stated for the first time, that stated in the past and previous years being merely for the Khalsa portion of the district exclusive of the zamindaries.

Rice.

14. This crop is raised in almost every district, but mostly in the three eastern districts of Raipur, Bilaspur, and Sambulpur constituting the Chhattisgarh Division, and in Bhandara, Chanda and Balaghat of the Nagpur Division. The crop was a good one in the three first mentioned districts, but not so in the three last, from insufficiency of rain at the time the crop was approaching maturity. Tank irrigation is practiced in all these districts, and there are some magnificent sheets of water in Bhandara and Chanda in the Wynganga valley, deserving the description given it in the early reports as the "Lake region of the Central Provinces." Some of these artificial reservoirs are very ancient, some belong to the modern Maratha period, and most are of sufficient capacity and storeage to survive one or even two years of deficient rain-fall. The area of rice, sugar cane, &c., dependent on these is considerable, but far greater is the area of rice dependent on small village tanks which fill or fail with the rain-fall of each year, and greater still the rice area on high lands above irrigation level and dependent wholly on the quantity of rain that may fall naturally into the embanked beds prepared for it, and that at the proper times. The cultivation is thus surrounded by many anxieties, and a year seldom passes by without misfortunes of some kind happening in some part of the Province. The total area under the crop in the season

* These figures include the area of the Bilaspur zamindaris omitted last year for want of Returns.

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under consideration was 4,488,151 acres, the increase compared with the previous year being due to the inclusion of the Sambalpur area as already explained. The importance of the rice crop as regards the food supplies of the people will at once be apparent when it is seen that the area under it is equal to one-third the area under all food crops, and in the five districts above named it is nearly double the whole cultivated area, so that any great failure of rice in these districts means to the poorer section of the agricultural classes, no food—or rather absolute dependence on the village proprietor for advances of grain to be repaid at the next harvest at 25 per cent increase. Dependence on a single crop and that crop peculiarly sensitive to every fluctuation of the season often occasions severe local distress, owing to a sudden rise in prices, the food supply being met from reserve stocks. Absolute failure however of this single crop involves famine over a large area of these Provinces. Dr. Balfour in his Cyclopœdia says,—"The exclusive culture of rice in Ganjam, Cuttack and northwards into lower Bengal has been a cause of much misery and great losses of lives from famines occurring through the failures of the periodical rains;" and recent famine literation is sadly confirmatory thereof.

15. *Wheat.*—I have recently reported at some length* on the cultivation and trade in this particular grain. The area under wheat cultivation last year was 3,493,374 acres, almost the same as it was in the preceding year. Speaking generally it may be said that as rice is the staple crop in the eastern half† of the Province above a line drawn west of Balaghat, Bhandara and Chanda, so is wheat the staple in the western half‡ below that line, with Hoshangabad as a centre. It may not be quite correct to say that wheat is the staple in all of these western districts, as jowar (millet) shares largely with it the area under food crop cultivation and in the old Maratha districts is more the staple food of the people than is wheat. But the figures in the margin will show the preponderance of rice cultivation in the one group of districts and of wheat in the other, and by consequence the all-importance of a good kharif season (full

* Letter No. 3747-177, dated 28th September 1877, to the Secretary to the Government of India, Department of Revenue, Agriculture and Commerce.

	Population.	Rice. Acres.	Wheat. Acres.
†Raipur ...	1,437,255	1,175,870	266,837
Bilaspur ...	799,254	872,985	73,906
Sambalpur ...	1,052,534	990,590	...
Chanda ...	534,431	227,276	53,799
Bhandara ...	564,813	426,605	65,931
Balaghat ...	195,006	267,345	14,904
Upper Godavari	130,976	4,227	171
Total ...	4,714,271	3,964,898	475,548

	Population.	Rice.	Wheat.
‡Nagpur ...	631,109	32,887	288,637
Wardha ...	354,720	2,035	292,636
Seoni ...	407,330	101,283	261,042
Chhindwara ...	316,096	8,719	140,988
Betul ...	284,055	17,818	194,118
Nimar ...	211,176	13,128	17,163
Hoshangabad...	453,884	18,021	566,988
Narsinghpur	339,395	27,413	286,000
Jubbulpore ...	528,859	155,894	345,000
Mandla ...	213,018	75,283	79,602
Damoh ...	269,642	55,501	204,650
Sangor ...	527,725	15,772	441,002
Total ...	4,536,958	523,253	3,117,826

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autumnal rains) to the former, and of a favourable rabi (spring showers and heavy dews) to the latter. The returns do not admit of the area under millets (jowar, kodo, kutki) and pulses being given separately, but they are mostly kharif crops, and their position with rice and wheat in each of the groups of districts may be shown thus :—

	Rice. Acres.	Wheat. Acres.	Millets and pulses. Acres.
Eastern group ...	3,964,893	475,548	1,591,374
Western group ...	523,253	3,117,826	3,607,560

or in round numbers of millions the relative dependence of each group on the kharif and rabi sowings respectively may be thus indicated—

	Kharif.	Rabi.
Eastern group	5½	½
Western group	4	3

At first sight it may appear that while the Western group of districts has a fairer share of its cultivation safely distributed between the autumn and the spring, it has almost as much at stake in the kharif as the Eastern group; but it is not quite so, for the bulk of its 4½ millions acres is under jowar, a hardy plant that lives through a partial failure of the monsoon, while most of the 5½ million acres of the Eastern group is under rice, which if not literally flooded with water after the first transplantation and again when approaching maturity, gives but a poor yield. The difference is material. The cultivation then in the Western group of districts is in every way the more judiciously distributed, wheat occupying nearly half the total area as a rabi crop. During the recent special enquiries into wheat cultivation above referred to, it was ascertained that on an average for the whole Province about 80lbs. of seed are sown per acre—that the out-turn is usually eight-fold or 640lbs. per acre, making for the total area occupied nearly 28 million of maunds—that the local consumption was 14 million maunds estimated as approximately as possible—that for seed 3½ million would be reserved, and that the exports during the year having reached nearly 3 million—the surplus was 7½ million maunds. This appeared a needlessly large surplus, and one that with a run of four or five good seasons would be embarrassing; but it was after all only equal to a six months' consumption of the wheat-eating people, widely distributed, and even allowing a run of good seasons and accumulating surpluses, there would be in four years only a reserve stock in the country equal to two years' consumption,—and the popular belief is that that is the usual reserve stock.

The past season for wheat was generally a good one, but rains at harvest time did some injury, and it was late in coming to market. A splendid crop was raised in the Nagpur Model farm on well manured

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and irrigated land, and from sowings of 40lb. seed per acre, the out-turn was—

Julalea wheat 1,600 lbs. or 19½ maunds per acre (26⅔ bushels.)
White wheat 2,200 lbs. or 26¾ do. (36¾ do.)

The latter being valued by a Bombay exporting Firm at 12*s.* 3*d.* per cental in Liverpool.

16. *Other food crops.*—These have been already referred to in the preceding paragraph as occupying 5,198,934 acres, the increase over last year being due to the inclusion of the Sambalpur cultivation as already described. They include the millets (*jowar, kodo, kutki &c.*) and pulses (*tur, masur, lak,* peas, gram, &c.) mostly kharif or autumn crops.

17. Taking all food grains together, there were 13,180,459 acres against 12,080,586 acres in the previous year, the additional millions being mostly the extra cultivated area of the Sambalpur district brought on the returns for the first time as already explained. Stated in round numbers, there were 13 million acres under food crops for a population of 8 million souls, or 1⅝ acres per head. This is apparently a higher average than prevails in other parts of India, as the following comparison will show :—

	Acres millions.	Population millions.	Acres per head of population.
Central Provinces ...	13	8	1·62
Panjab ...	17½	17½	1·
Oudh ...	7½	11	0·69
North-Western Provinces ...	24½	29¾	0·82
Bombay ...	11½	16	0·72

The explanation being probably that in the Central Provinces, where population is sparse on the whole, the system of husbandry is careless and wasteful; where, land being plentiful is widely broken up, instead of cultivation being kept within manageable areas, and well cultivated.

It would be interesting to know how much in an ordinary year was the total out-turn of all food crops; how much the consumption; the reserve for seeds; the surplus—and of the surplus how much exported; but the data are not very reliable, the agricultural returns though much better than they were, are still somewhat defective; and there is much difference of opinion as to the quantity of seed sown per acre for the different crops. Consumption is usually accepted as 5 maunds or 400lbs. per head of population per annum, but for cattle the consumption is an unknown quantity. The very rudest

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estimate only can therefore be attempted, and the following is perhaps as approximate as it can be made, the figures representing millions—

	Maunds millions.
Total production	95
Consumption	40
Seed	6¼
Cattle feed	5½
Export	5¼
Waste	1
Surplus	37

a surplus of little more than seven months' consumption.

18. *Oil seeds.*—These include linseed, castor, gingelly or til and other, and occupied 1,350,397 acres, the increase over the previous year being considerable owing to the continued unlimited demands for seeds for the European market. These are mostly rabi crops requiring little care after once well above the ground, but very subject to caterpillar which a few cloudy days bring on the plants in destructive numbers. They require good land, but no irrigation, and the yield is very plentiful. Should the foreign demand continue as it has for the past few years, the profits to the agriculturist which this crop will bring him, will be very great, considering that in past years it was but a small article of export. Linseed is the most generally and largely cultivated, the oil expressed from it being used for lighting and culinary purposes, and the crushed seed or cake, a nutritious food for cattle,—very often it is the only food they get.

19. *Cotton.*—The past season was generally a good one for cotton, except that late rains injured the quality a little. There were 802,437 acres under the crop, the increase over the previous year being nominal, as due to the extra area in Sambalpur being brought on the returns for the first time. Nagpur and Wardha are the two districts in which it is most raised, and where the best qualities are produced, 32,000 bales full pressed at the Mills at Hinganghat having been exported in the past year from the Wardha district. The average yield is usually estimated at 50 lbs. cleaned cotton per acre, and at that rate the produce of the year was above 40 million lbs. or 358,231 cwt. The true yield is probably greater, as in ordinary cultivation in the Model Farm last year the out-turn was 102 lbs. per acre, and on irrigated and manured land 326 lbs.

20. Other crops need not be particularised, as there is nothing in the circumstances of the year as affecting them noteworthy. Nor is there any thing special to say about silk, as pending the enquiries instituted by the Government of India, into the Continental methods of improved spinning and dyeing nothing was done during the

Silk.

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year. The Tasar silk can be produced in large quantity in several districts of these Provinces where the propagation of the worm is well understood, and if by improvements in spinning and dyeing it can be prepared to European taste a very large industry may be established here. Nor is there much to say about Lac. the propagation of which was undertaken by the Forest Deparment as an experiment to test whether it could be produced largely in the forest tracts and economically so. As yet, however, there has been little success, the past season not having been favourable; but the experiments will be continued for another season or two before being pronounced upon. I might mention here the result of an experiment also carried out by the Forest Department, for the production of paper stock from bamboo which grows in great plenty in our forests. Paper stock. For want of better machinery the ordinary sugar mill of the country with upright wooden rollers worked by two pairs of bullocks was used. A certain portion of the crushed stems were boiled in pure water in the ordinary sugar boiling pans which are 6 feet in diameter and 18 inches deep; another portion was boiled in an alkaline solution made by dissolving the crude soda of the bazar in the water; and a third portion was dried as it left the crushing mill. 800 lbs. of fibre were thus obtained from 6,570 lbs. weight of green bamboo stems which is equal to a produce of paper stock of 12 per cent of raw material employed, or about 10 per cent only if the unboiled specimen were to be subjected to further treatment. With better appliances, 15 per cent (the produce generally yielded) might be obtained. The cost of the experiment was Rs. 48-9-9, without including the value of the bamboo cut in the forest or the fuel employed, but working on a larger scale it is calculated that a ton of paper stock would cost Rs. 108. It is intended however before doing more in these Provinces to wait the result of similar experiments in British Burmah where suitable machinery is being employed.

21. *II. Manufactures.*—It will not be necessary to go over the list of these, as I have noted on them in previous reports and there is not much to distinguish them from similar manufactures in other parts of India. The history of the year would however be incomplete without mention of the spinning and weaving mills set up at Nagpur. I had remarked in previous years on the decline of the manufacture of cotton cloth consequent on the growing taste for European machine made stuffs and that this indigenous industry was likely to be sorely tried by the mills then being set up at Nagpur. These mills commenced work on the 1st January 1877 (the day of the Proclamation festivities in honor of which they were named the "Empress Spinning and Weaving Mills"). The capital of the Company is £150,000, in 3,000 shares all paid up. The mills are under the intelligent management of a Parsee gentleman who has travelled in Europe, and there for some years studied the system of working. A fair staff of European Engineers, Weaving and Spinning Masters is employed, besides about a thousand

Cotton Spinning and Weaving Mills.

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factory hands. The nominal horse power of the engines is 428, working 550 looms and 30,000 spindles of which however only a few were really at work. There has been some difficulty about skilled workmen, and it may take some months yet before the mills are in full operation. For the short period during which they have been at work the outturn was 53,473 lbs. yarn valued at Rs. 25,065, and 1,195 yards cloth valued at Rs. 614, consuming 925 cwt. of cotton. This is not much even as a beginning, and it has scarcely if at all made any impression on the hand loom industry. In fact the hand loom weavers readily purchase all the yarn that the mills produce and prefer it to imported yarn or hand spun yarn which are necessarily dearer.

Hand loom weaving cotton.

22. The statistics collected annually of the cotton weaving industry, wide-spread as it is throughout every district, are not complete. According to the returns however there were 85,947 hand looms at work employing 144,766 workmen, and the outturn of the year is estimated at Rs. 3,81,88,169 worth, which gives an average of Rs. 4 per head of population per annum.

Silk.

23. Of silk there were 3,983 hand looms at work employing 9,335 workmen, but the outturn has not been estimated for the past year, several Deputy Commissioners reporting that the data are wanting. Some years ago the outturn was estimated at Rs. 73,96,598 worth, including in this the rich silk and brocade work of Burhanpur.

Wool.

24. In blanket weaving, that is coarse 'camals' used mostly by the labouring classes, there were 4,859 looms at work employing 9,503 workmen, and the outturn was valued at Rs. 3,16,795.

Other fibres, hemp, &c.

25. Other fibres, principally hemp, for making gunny bags, &c., the machine used can hardly be called a loom, but such as it is there were 9,363 at work employing 14,301 persons, the outturn of the year being estimated at Rs. 1,71,104.

These statistics do not take account of the large number of work people, principally women, engaged in spinning and reeling, of whom there must be many thousands who make it either an exclusive or occasional occupation in every village.

Coal.

26. *III. Minerals.*—The colliery at Warora in the Chanda district is now being regularly worked, the winding and pumping shafts having been put in good working order at the beginning of the year, and the "come" of water in the mine quite under control. The workings are in the second seam where the "long wall" system is said to occasion a less proportion of slack than the

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"pillar and stall" system. Still there are 15 per cent of slack raised and further improvement is expected. The quality of the coal is much the same as described in former reports, the workings being continued in the same seam, and in the lower 4½ feet of it. In the three feet overlying it the coal is believed to be of a better quality, and a few waggon loads of it have been sent to be used in Passenger Locomotives of the Great Indian Peninsula Railway. The output of the year was 7,300 tons, a quantity much less than could have been raised had the railway been able to take it away, which it was not on account of the withdrawal of waggons for carrying grain to the Madras famine districts. The working power of the colliery is now equal to an output of 100 tons of locomotive coal per day, and the native establishment has been so well trained to the English system of working that the Superintendent expects when at full work to be able to raise the coal at very little over Re. 1 per ton for under-ground labour.

27. The Revenue receipts and expenditure of the year were :—

Receipts Rs. 40,642

for 8,681 tons of coal disposed of out of 10,700 available, the selling rate being Rs. 4-10-11 per ton ; of the above quantity the Great Indian Peninsula Railway took Rs. 23,364 worth, and the Wardha Valley State Railway Rs. 11,370 worth.

Expenditure Rs. 67,458,

of which Rs. 22,052 only were for working establishment, Rs. 43,950 for coal cutting and raising, and Rs. 1,456 for repairs to buildings.

There was a further expenditure debitable to capital account of Rs. 38,178, the total outlay of the year thus amounting to Rs. 1,05,636.

28. The Mining Engineer has been very successful in training his native establishment as will be seen from the following extract from his report of last year :—"It is worthy of notice that the natives are quite amenable to such rule and order as have to be observed under the Mines Regulation Act in Britain ; their general behaviour and attention to and observance of the usual signals ; the mode of going down and coming up ; punctuality in attendance, &c. ; in these, this colliery will compare favourably with a well regulated British colliery."

Coal explorations in the Nerbudda Valley.

29. Coal explorations in the Sautpura region of the Nerbudda valley, from which so much was to be expected if successful, were undertaken with the approval of the Government of India, in 1872, under the advice of Dr. Oldham, the Superintendent of the Geological Department. At Mohpani, at the foot of the Sautpura range, a coal mine was being worked at that time by the Nerbudda Coal and Iron Company, and it was supposed that coal would be met with underlying the alluvium of the open valley. Two borings were accordingly started

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early in 1873, one at Gadarwara, a railway station on the Great Indian Peninsula Railway line, and the other at Sukakheri, half way between Gadarwara and the Mohpani mine. These two borings were ultimately stopped, the former at a depth of 250 feet, and the latter at 491 feet, the samples still indicating alluvium. In 1874 two other borings were commenced further up in the Dudhi valley at some little distance from the foot of the ghat leading up to the Pachmarhi sanitarium, one having reached down to 420 feet, and the other to 450 feet, without result; the second boring was again continued in 1875, was stopped at 473 feet, resumed again and stopped at 633 feet in May 1876, the samples still shewing the well known variegated sandstones and clays *above* the coal measures. Simultaneously another boring was commenced at Toondnee in the same neighbourhood, but more accessible which at 187 feet gave indication of a carbonaceous deposit, but at 329 feet was stopped as it had evidently reached and was penetrating the metamorphic rocks. A second boring at Toondnee was also stopped at 170 feet without result. Altogether there were 14 borings undertaken, and all have been either abandoned or indefinitely suspended, except two, viz. the one in the Dudhi valley stopped at 633 feet at the end of 1876 which was again resumed in 1877 and stopped at 719 feet, in June last, with the coming-on of the rains. It was originally proposed to carry this boring down to 800 feet, but this intention has now been abandoned under Mr. Medlicott's advice. The other is in its vicinity where there is an exposure of the Telchir rocks and some hope of striking coal. This boring was also stopped at the close of the working season, at a depth of 285½ feet. The total cost of all these trial borings have amounted up to end of 1876-77 to Rs. 78,746, of which Rs. 22,520 belong to the year under review. On the whole, therefore, the coal explorations in the Nerbudda valley have not as yet proved successful, and it will most probably be necessary to extend the search further away from the line of Railway before complete success is obtained. I consider, however, that the explorations have been worth the expenditure incurred. There was from the first a fear of failure; but looking at the importance of the issue involved it was well that every effort should be made in order to set at rest the question whether coal did, or did not, exist in the vicinity of the Railway line.

The Mohpani Colliery worked by the Nerbudda Coal Company.

30. This colliery at the foot of the Sautpura range, running parallell with the Nerbudda valley commenced work in 1861, but there was no yield of coal until 1866, and since then the yearly output has gone on increasing till in 1875 it was 19,419 tons; but in 1876 it fell off to 10,424 tons. The coal is supplied to the Great Indian Peninsula Railway running in the Nerbudda valley between Jubbulpur and Bhosawul, the price charged being about Rs. 9 per ton. The Company pay a royalty to Government of four annas on every 30 maunds of coal sold. There is nothing calling for special notice in connection with this colliery except that during the year a fire occurred

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in it which was supposed to be the work of an incendiary, but the magisterial enquiry instituted at the time could establish this against no one, nor was it satisfactorily proved that the fire was other than accidental or due to natural causes.

Iron manufacture.

31. The experiments for iron making from the ore at the Warora colliery conducted by the Mining Engineer there during the past two or three years have not been entirely successful, and it has been decided to suspend further trials there, and to send working samples of the ore, limestone and coal to England to be tested on a practical scale at established works where one or other of the direct processes for the manufacture of iron is being carried out. These samples in sufficient quantity have been shipped from Bombay during the year, and the result of the trials, now being carried on in England under the supervision of the Mining Engineer, Mr. Ness, may be expected shortly.

32. Iron is manufactured after the native method in almost every district, and from statistics on the subject collected, there appears to be 8,803 furnaces at work employing 21,890 men, and the estimated value of the outturn is Rs. 6,86,125. The Deputy Commissioner of Saugor reports that iron manufactured in that district can hardly be sold now at a profit owing to the low prices of English iron, and he has under consideration a scheme whereby fuel may be had from the forests by iron smelters at favorable rates.

33. Altogether manufactures in this part of the country are not a very prominent feature in the occupations of the people. They attract no capital, and without capital and intelligence there can be no development. Improvements in the methods employed are never thought of; perhaps there is not a single manufacture that is not carried on at the present day as it was centuries ago. Except in a carpenter's or blacksmith's shop in some large town where an English tool may be seen, the implements in the hands of the workmen are of the rudest kind and the least conducive to economy of labour. It has been always so,—and now that Europeon manufactures of every kind are pouring into the country and by their lower prices take the first place in the open markets many of the indigenous manufactures are in a more or less unsatisfactory condition. There are a few exceptions, such as the manufacture of certain kinds of wearing apparel peculiar to certain castes and classes; of iron, brass and copper domestic utensils, in forms affected by Mahomedan and Hindu differently; and others, which may last a long time yet free of competition, but only because there is no foreign competition as yet. It is only by courtesy that the Empress Mills before alluded to can be looked upon as a *native* attempt to beat back the tide of Manchester goods, by the manufacture of Manchester goods on the spot, with Manchester machinery,—and yet it is the only native effort that can be pointed to of any advancement in this way.

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Section IV.

The actual Trade.

34. This is shown in detail in the four first tables among the appendices to this paper, and I will limit the remarks in this section to such of the articles of imports and exports as are of most importance, and the first of these is:—

Cotton.

35. *Cotton.*—It will be remembered that the season was a generally good one for this article and that though late unseasonable rain injured the quality somewhat, fair prices were obtained and a good business done. The export trade is mainly with Bombay where it goes for shipment to England and the continent in full pressed bales, the imports being mostly from Eastern Berar into the Hinganghat market where it comes to be pressed and forwarded on to Bombay, by rail. The imports were 26,966 maunds valued at Rs. 4,62,709. while the exports were 221,048 maunds valued at Rs. 39,13,926 ; Compared with the two previous years the imports would stand thus :—

	Maunds.	Value Rs.
Imports.—1876-77 ...	26,966 ...	4,62,709
1875-76 ...	27,076 ...	4,03,686
1874-75 ...	36,331 ...	5,74,474

the exports for the same years being—

Exports.—1876-77 ...	221,048 ...	39,13,926
1875-76 ...	141,808 ...	21,80,569
1874-75 ...	252,602 ...	38,43,691

The previous year was a disastrous one to cotton, and the trade in the past season was not quite equal to that of 1874-75, although prices were higher. The deterioration in quality may have had something to do with the quantity taken, but a larger quantity actually went from the Wardha district in which the highest class cotton is raised, viz. the Hinganghat staple known to Commerce by that name, and the highest prices being given here will account for the smaller quantity being set down at a higher valuation as compared with 1874-75. In the "Resource" section, paragraph 19, the total outturn of the year was estimated at about 40 million lbs. or 500,000 maunds, so that the exports (after deducting the imports) were equal to two-fifths of the total production, three-fifths being retained for local consumption in the hand loom manufacture and other purposes to which cotton is applied, or about 3 lbs. per head of population. Like other articles of agricultural produce much more cotton would be brought to market for export if communication with the interior were easier and less costly, and it is to this difficulty that much of the hand loom industry is beholden for its very existence. It cannot yet be said what effect the Empress Spinning Mills when at full work will have on this export, as in the year under review they had little more than commenced work.

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36. The direction which the Cotton exports of the year took may be thus shown :—

	Quantity. Mds.	Value. Rs.
To internal countries not under British Administration.		
Nizam's, Hyderabad ...	118	1,973
Berar ...	17,247	3,26,436
Central India States ...	2,351	30,421
To British Provinces.		
North-West Provinces ...	18,391	3,07,564
Bombay ...	135,335	29,44,782
Bengal	15,174	2,52,522
Madras ...	3,031	50,228
Total...	221,048	39,13,926

There are Spinning and Weaving Mills working in Berar and at Cawnpore in the North-West Provinces, and a small diversion has taken place in those directions, but the main stream is, as I have said towards the port of Bombay, by rail.

Cotton manufactured.

37. In previous years cotton piece goods were shown in the Returns in two columns, one for European manufactures and the other for Native. It is impossible to say whether all Deputy Commissioners included yarn under this head, so that comparison with the entries under "Cotton manufactured" in this year's returns in which yarn is distinguished from piece goods may not be feasible. The Agent of the East Indian Railway besides has reported his inability to give separately European from native manufactured piece goods as I have stated already, and thus a further complication arises. The Returns of the last three years give the following figures :—

	Imports.		Exports.	
	Quantity.	Value.	Quantity.	Value.
	Mds.	Rs.	Mds.	Rs.
1874-75.—English piece goods ...	90,743	67,46,883	24,605	25,88,508
Country cloth ...	31,060	14,87,137	21,837	22,45,368
Total ...	121,803	82,34,020	46,442	48,33,876
1875-76.—English piece goods ...	76,351	72,55,754	16,963	16,70,605
Country cloth ...	34,936	23,01,082	20,284	24,60,834
Total ...	111,287	95,56,836	37,247	41,31,439
1876-77.—Twist and yarn, European ...	21,124	12,32,565	800	67,859
Do. Indian ...	10,066	4,44,221	288	11,928
Piece goods, European ...	57,118	55,10,246	14,014	14,04,480
Do. Native ...	16,204	15,36,462	15,497	20,78,110
Total ...	104,512	87,23,494	20,599	35,62,377

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Thus the imports show a gradual decrease in quantity with a teady rise in price which it is not easy to explain; and if the figures nay be trusted it may indicate, as I suggested last year, that the bet- er kinds of country made cloths were being imported in place of the oarser hand made stuffs of previous years, the produce of the Mills vorking in Bombay, Berar, Indore and elsewhere being classed as ountry cloth. It is a fact that the coarse and cheap hand made cloths f the Dekhan and Madras are not now so plentiful in the market as nachine made cloths, whether of Indian manufacture or European. Such a change in the features of the import trade would necessarily e reflected in the Returns by some decrease in quantity and increase n price; and the large proportion in the imports of yarn, mostly European, might further indicate that the people were taking more o the manufacture of their own clothes with foreign yarn for home wear and to importing only the better kinds of European and Native loths such as their hand looms cannot produce. This is the proba- le explanation; but some portion of the decrease must be due to the stablishment of through trade between Bombay and Indore by the Holkar State Railway.

38. As in the import so in the export trade, the same features re apparent,—decrease in quantity and higher valuations—and as it is o some extent a re-export trade, the same explanation applies generally. But the exports of country made cloths are mostly the manufacture f these Provinces, that is 15,497 maunds valued at Rs. 20,78,110. n previous years the entries against 'country cloth' include yarn, and a ery close comparison cannot be instituted; but the export of yarn, udging from what it was last year, does not appear to be large, and it robably is not; so that the problem re-appears under this head also,— iminishing quantities and increased prices. I have noticed above in espect of imports that the coarser cloths of the Dekhan, Madras, &c., ere not now being imported as in former years, and that instead nachine made yarn is probably taking its place. If the conditions are ne same in other parts of India, at least in those parts which take the entral Provinces manufactures, the solution of the problem is ob- ained; that is, other Provinces like ourselves take only the better lass of manufactures, and it is only the better class of stuffs that we xport instead of the coarse cheap cloths of former days. This how- ver cannot be urged as the only solution as some reduction in quan- ty would be due to the through trade with Indore not finding place i this year's returns, and some of the increase in prices may be due o improved registration. There is no doubt, however, that the fea- ures of the cloth trade have been changing in some such way as I ave attempted to show, but there is not data sufficient to speak with ertainty. The importation of machine made yarn is a prime element i the transformation of the local manufacture, and it is only natural o suppose that the effect re-appears in the export trade of that manu- acture,—affecting quantities in one way and prices in another. The agpur Mills have yet to come into the field with cheap yarn and heap cloth, and it will be interesting to watch what effect they will ave on the import and export trade of future years.

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39. Though not so large a trade as the above, but in a measure connected with it, notice will here be taken of the trade in raw and manufactured silk for the production of which some of the districts in these Provinces are peculiarly fitted, and in which the industry is of long standing. The figures for the past three years are as follow:—

Silk, raw and manufactured.

	Imports. Quantity Mds.	Imports. Value Rs.	Exports. Quantity Mds.	Exports. Value Rs.
1874-75.—Silk and silk cocoons	1,219	2,01,777	5,137	22,92,457
1875-76.— ditto.	1,254	8,32,203	4,696	22,25,093
1876-77.—Silk raw	161	37,978	148	53,016
manufactured	1,663	8,82,685	4,385	23,60,403
	1,824	9,20,658	4,533	24,13,419

These figures show some steady progress in the industry; but I will not attempt to explain how a slightly smaller quantity in the exports has brought a higher valuation. No analysis is feasible, whereas in previous years raw and manufactured silk are lumped together. The imports of China silk are mainly from Bombay and the North-Western Provinces, for the finer fabrics manufactured at Burhánpur and parts of Nagpur; the manufactured pieces are perhaps mostly from Europe; while the exports are mainly in the direction of Bombay and the Dekhan districts in the shape of manufactured pieces for female wear, the raw silk either in cocoons or hanks going to the North-Western Provinces. A good deal of this trade probably escapes registration altogether, small parcels taken by rail passing as personal luggage. Besides a good proportion of silk is woven into the borders of cotton fabrics, and cannot therefore appear in the returns under this head.

40. The trade in grain is the next most noticeable, and the figures below give it for the past three years:—

Grain.

	Imports. Quantity Mds.	Imports. Value Rs.	Exports. Quantity Mds.	Exports. Value Rs.
1874-75.—Wheat	38,170	66,159	1,020,538	23,50,629
Rice	14,641	31,459	430,238	8,05,668
Other	67,014	1,02,040	1,306,152	17,96,763
Total	119,825	1,99,658	2,756,928	49,53,060
1875-76.—Wheat	75,549	1,31,149	1,946,801	33,76,676
Rice	13,533	29,462	415,838	8,31,006
Other	123,747	1,92,857	1,049,895	11,70,191
Total	212,829	3,53,468	3,412,534	53,77,861
1876-77.—Wheat	156,602	3,18,931	2,855,119	56,15,093
Gram and pulse	85,014	1,11,454	1,161,422	17,87,112
Other spring crops	27,100	64,616	325,127	5,06,006
Rice husked	10,028	26,953	551,484	13,25,223
Rice unhusked	5,376	11,206	30,819	30,512
Other rain crops	111,909	1,98,189	387,445	6,78,253
Total	396,029	7,31,349	5,311,416	99,42,201

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The imports were mostly from the Central India Native States, coming in across the Nerbudda to Hoshangabad and from Rewah into Jubbulpore to the railway for re-exportation westward into Bombay and the famine districts of Madras. The great bulk of the exports also took that direction, and it will be noticed that the exports in the past year were nearly double those of the previous two years, having amounted to nearly 200,000 tons valued at a million sterling. Large as such an export trade is it might have been very much more had the railway only been able to take it away, for the accumulations at the railway stations along the line all through the Nerbudda valley from Jubbulpore, and from Nagpur to the Wardha, were unprecedented; and at this present time of writing seven months after the close of the year, very little impression has been made on these heaps notwithstanding that the railway has been doing all it could in the interval, and that further additions to the heaps have been largely stopped by the news of the inefficiency of the railway having spread far and wide. Not only was there the extraordinary demand from the famine districts for rice, jowar and pulse, but there was an unprecedented brisk demand for wheat for foreign export, and the quantity that went was double what it was in the preceding year, when it was double what it was in 1874-75. This is the most hopeful feature in the returns, for while the famine is temporary, the foreign demand may become permanent. It lasted through an abnormal period of high prices and every discouragement in transport, and if so, the expectation may not be too sanguine, that with a fall in prices after the famine demand has ceased, it will continue and even exceed all previous proportions. The Deputy Commissioner of Wardha remarks, "our cultivation (of wheat) has vastly increased; most of our export (which includes some grown in Chanda, the south of Nagpur and in Bhandara) has been, not to meet the temporary demand of the famine, but the comparatively permanent demand of the English market."

41. After grain, oilseeds may fitly be considered, as they make up the next largest trade in agricultural produce. The figures for the past three years are as follow:—

	Imports.		Exports.	
	Quantity	Value	Quantity	Value
	Mds.	Rs.	Mds.	Rs.
1874-75.—Oilseeds of all descriptions	77,155	2,12,051	808,806	25,82,635
1875-76.— ditto.	102,253	2,90,659	1,718,917	48,43,908
1876-77.—Linseed	44,363	1,18,178	1,095,478	36,85,028
Mustard and rape	4,383	15,376	34,305	80,875
Til or gingelly	46,613	1,54,816	261,444	8,26,702
Other oilseeds	12,035	23,237	44,293	1,01,962
	107,394	3,11,607	1,435,520	46,94,567

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The imports are mostly from Berar and Malwa towards the railway lines in these provinces to which they come for re-exportation, while the exports are almost wholly in the direction of Bombay to meet the European demand. This export trade was being rapidly developed during the past few years, but it seems to have received a slight check in the year under consideration owing to lack of carrying power in the railway and the preference given by it to grain export for the famine districts.

Provisions.

42. The trade under this heading is difficult to compare owing to the way in which the returns have been prepared for the past three years. Oil though largely used in the dietary of the natives is used also for lighting and other purposes, but is lumped with ghee, a provision, in the old returns; in the same way oilman's stores is lumped with "miscellaneous European goods" and these cannot now be separated, but to some extent a comparison can be instituted, and I give below the figures for the past three years as they stand in the returns:—

	Imports.		Exports.	
	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
1874-75.—Ghee and oil	11,465	2,25,597	40,820	5,61,953
1875-76.—Ghee and oil	11,477	2,03,098	46,227	8,10,887
1876-77.—Oils	6,394	1,08,129	9,466	1,08,221
Ghee	7,520	1,87,541	40,481	9,22,849
Other provisions	14,398	8,41,371	2,363	83,103

Thus ghee and oil taken together it is seen that the trade has been steadily increasing; the imports being mainly from parts of Khandesh (Bombay Presidency) and Holkar's Nimar into British Nimar, and the exports mainly from the valley of the Wardha towards Bombay. This export trade was unknown in years before the advent of the railway, and has been progressing ever since. Under "other provisions" the import trade is mainly European oilman's stores from Bombay: what the trade was in previous years cannot be ascertained as already explained.

43. Above I have dealt mostly with those articles in which there is a large export or in which export is the main feature; I will now treat of a few in which import is the characteristic, and the first among these is—

Salt.

44. The figures for the past three years stand thus:—

	Imports.		Exports.	
	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
1874-75	991,180	31,64,002	32,750	1,54,527
1875-76	1,061,779	36,60,723	43,875	1,94,369
1876-77	987,323	39,96,410	32,139	2,05,948

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The quantities are very much the same, prices showing a slightly upward tendency. The facts are, however, otherwise, for the quantities imported are known to be on the increase; and if we could separate from the previous year's returns what was in the past year carried through by the Holkar State Railway it might be possible to show this. There was a slight decrease in the imports from the Eastern coast districts, and some lake salts at Saugor liberated from the bonded warehouse there on payment of duty, which appeared among the imports of previous years, may have checked the consumption of the western coast salts in the Vindhyan districts; but these were probably over-balanced by what was lost in the through trade just established. In the same way, as regards prices, the upward tendency which the returns show is not due to increase in price but to increase in accuracy of registration, for in the past year the figures given declare the average price to be 10 seers per rupee, which it was in some districts, and even cheaper, but not in all; in the previous year the average shown was 11½ seers, and in the year before that 12½ seers, which was the case only in Nimar and Nagpur, but not in the majority of districts. As averages the prices of these two years are not quite accurate, and the average for the past year is nearer the mark.

45. The re-exports are insignificant, and consist of small supplies going through Sambalpur into the Hazaribaug districts and through Jubbulpore into Rewah and the Native States in that neighbourhood.

46. The total imports thus supply for consumption about 10 lbs. per head of population per annum, which is a considerable improvement over previous years; the cost of 10 lbs. is 8 annas, and the present duty on that quantity is equal to a poll-tax of 5 annas per head of population. This again is an improvement on two or three years ago when the tax was Rs. 3 per maund, and the selling price of salt 14 lbs. per rupee, for supposing the rate of consumption to have been the same, the poll-tax then was 6 annas per head of population. The loss to the revenues by this measure was, to a large extent, recouped by the abolition of the inland customs line extending from Sambalpur in the east to Nimar in the west, a length of above 300 miles, and the gain to the consumer was not only the fall of one anna in the duty but a fall of 2½ annas in the price. I will not repeat what I said at page 18 of my Minute on the returns for 1874-75 of the moral effect on the people of the removal of this long length of inland customs line, except that experience fully confirms the policy of the measure, and that the substituted arrangements for the collection of the duty, still incomplete perhaps in some respects, are working satisfactorily.

Sugar.

47. Sugar is the next largest article of foreign import; it is nowhere refined in these Provinces, and the consumption is met by importations of Mauritius sugar from Bombay and the fine-grained white sugar manufactured in the North-West Provinces; the latter article goes largely through the Central Provinces into the Native States of Central India, paying a

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light duty of Re. 1 per maund as it crosses the Customs line on the frontier, and so appears as an export, with the coarse brown sugar (goor) manufactured here, which also goes largely in the same direction. The figures for the past three years are—

	Imports.		Exports.	
	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
1874-75.—Sugar and goor	376,650	29,81,672	186,299	18,81,787
1875-76 do.	321,416	28,79,976	255,281	26,23,456
1876-77.—Sugar, refined	269,755	23,17,527	124,784	14,93,425
unrefined	4,405	17,093	111,540	6,49,377
	274,160	23,34,620	236,324	22,42,802

The imports seem to have fallen off a little, while the exports though slightly less than in the year before are greater than they were in 1874-75. Some portion of the refined sugar may now be going through to Indore and thus escape registration. This is the first year in which the unrefined sugars have been registered separately from the refined, and as it is of local manufacture it will be interesting to note the future development of this trade.

Metals and manufactures of metal.

48. I will first abstract the entries against this heading for the past three years and then offer such explanation as I can of the wide fluctuations which they show:—

	Imports.		Exports.	
	Quantity. Mds.	Value. Rs.	Quantity. Mds.	Value. Rs.
1874-75.—Metals and hardware ...	700,073	2,47,71,776	120,936	40,29,519
1875-76.— do. ...	463,914	2,48,55,527	50,398	15,22,167
1876-77.—Brass and copper ...	18,380	7,41,276	4,747	2,31,689
Iron ...	156,010	11,00,445	136,096	4,03,369
Other metals ...	10,801	3,76,592	1,122	33,908
	185,191	22,18,313	141,965	6,68,966

The large falling off in the imports is due mostly to the completion of the Spinning and Weaving Mills at Nagpur, the heavy machinery for which came in in years previous, also in the same way as regards

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Cotton Presses set up at Hinganghat and Wardha. The heavy l material for the Holkar State Railway and some Ordnance stores he troops at Indore also found place in the Import returns before ing on to their destination. It was not possible at the time to inate these from the entries because their particular weight and e were unknown, and so no useful comparison can be instituted the entries of imports in the past year. These again are said by e Deputy Commissioners to have been affected by the stoppage of ain large fairs on account of the prevalence of cholera at the e of their assembly, and thus probably the entries under this head- are quite abnormal for the year under consideration. It is no t a fact that one of the principle articles that change hands at e fairs are manufactures of metal of all kinds, brass, copper and utensils, iron implements, sheet and bar metal &c. These come ly from Bombay or parts of the Bombay presidency; while the orts are mostly in the direction of the North-West Provinces.

49. I will particularly notice only one more article "fruits and s," the trade in which for the past three years was as follows:—

		Imports.		Exports.	
		Quantity Mds.	Value. Rs.	Quantity. Mds.	Value. Rs.
74-75.—Cocoannts	...	104,850	6,55,584	21,297	1,42,228
75-76.— do.	...	94,750	6,80,645	12,063	83,434
76-77.—Cocoanuts	No.	11,501,214	5,08,942	1,866,833	87,127
all other kinds,	Mds.	67,944	6,73,525	48,923	1,59,877

The change in the form of registration here renders comparison ifficult; the new form requires cocoanuts to be entered by number, former years they were entered by weight, but judging by the values of he imports there appears to have been some falling off, due perhaps to he stoppage of the fairs above referred to. The exports were a little bove those of the previous year, but below those of 1874-75. The uits of "all other kinds" for the first time here distinguished, were in revious years lumped with "Miscellaneous" goods in the last column f the Return, and therefore cannot be compared. The trade is mostly mport, 7½ million cocoanuts coming from Bombay, and 3½ million from uttack; the "other fruits" being grapes, raisins, figs, pomegranites, c., from Cabul through the North-West Provinces, and the areca nut, ates, grapes, mangoes, &c. from Bombay. The exports of cocoanuts are erely re-exports; but the "other kinds" of fruits leaving the Central rovinces are the widely celebrated oranges (sangtra) from Nagpur, he ber (a species of Zizyphus), the chirongia kernel, and other garden nd forest fruit which go to Bombay and Berar in the season by rail.

50. For all other articles of import and export the tables may be onveniently referred to, the only one requiring some explanation is pium. This article which swelled the totals on the import and export

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side in former years' returns has almost disappeared from the tab of the year under consideration, owing to its passing through fro Indore to Bombay by the Holkar State Railway, and thus not comi under registration; what has been registered in the past year is th portion which came across the frontier by road before the opening of t Nerbudda bridge and the establishment of through communication. have shown what the main articles of import are,—cotton yarn and pie goods European and Native, salt from the East and West coasts, sug from the North-West Provinces, metals and manufactures of metals to which may be added liquors including malt and spirit for the Eur pean troops which have been valued at Rs. 15,58,800; cocoanut spices, tea to the value of Rs. 65,000, tobacco valued at Rs. 3,80,30 woolen fabrics mostly coarse country blankets (kamals) from Madra &c.; while the main articles of export are cotton, cotton piece-good silk raw and manufactured, grain, seeds, lac, metals, ghee, sugar u refined; minor exports being dyeing materials, gums and resins, hid and skins, horns, &c. Divested of the through trade or such portion o it as can be eliminated, the imports and exports of the past three yea stand thus—

		Tons.	Value £.
Imports.			
1874-75	... ...	114,442	4,417,127
1875-76	... ...	108,140	4,917,579
1876-77	... ...	99,203	3,323,283
Exports.			
1874-75	... ...	196,481	3,320,696
1875-76	... ...	245,480	3,196,040
1876-77	... ...	290,903	3,667,348

From what I had said above of the metal trade, the decrease in the imports of about 9,000 tons in the quantities and 1½ million £ in the values may be partly accounted for. On this point the Deputy Commissioner of Wardha writes,—"Dewalwara is one of the largest fairs in this part of India; a very large part of the property brought to this fair will pass under registration, and a successful or unsuccessful fair would tend to throw out the trade statistics for the district and vitiate otherwise sound deductions. This year the fair was stopped in the first week of its continuance consequent on an outbreak of cholera." In the Narsinghpur district the fair at Birhman was stopped, with the same results, and the same with some fairs in the Saugor district. Cattle come to these fairs in large numbers, and though their absence would not affect quantities they would values to some extent. The total of quantities was further affected by certain articles being required by the new form to be shown only as regards values, whereas in the old returns both quantities and values were shown, and the quantities in the "Miscellaneous" column of last year's return was alone greater than the total deficit in the tonage here attempted to be accounted for. I have already shown under "Salt" that there was some over valuation in that article in the two previous years, and

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taken together with the absence from the returns in the past year of the material and machinery imported in the years previous it may be assumed that the import trade is very much as it was, and the falling off is more apparent than real.

51. The case is different as regards exports in which there is a large increase both in quantities and values, notwithstanding that both the one and the other have been affected in the same way as I have shown the imports to have been. Here the increase then has not only absorbed the deficit caused by the altered construction of the returns and the accidents of the year, but it has swollen beyond the proportions of the preceding years compared, a result due to the Dekhan famine exigencies and the European demand for agricultural produce, demands which favorable harvests enabled the country to meet to the fullest extent of the carrying power of the Railway. The year was thus one of most successful trade; not only were quantities of cotton, grain, seeds &c. exported in greater abundance, but higher prices also were received; and though traders have been the largest gainers, yet the agricultural classes have also greatly benefited, and as remarked by one Deputy Commissioner, "The effect of this grand export trade on the rent of land is very marked even at this early period. Lands have this year, I am told, been relet at an enhanced rate of 50 per cent, and litigation regarding land seems to be on the increase."

52. As in previous years I give below the totals of the exterior trade from the first year in which it was attempted to register it in these Provinces.

	Tons.	£.
1863-64	102,341	3,909,008
1864-65	134,719	4,386,251
1865-66	136,265	5,519,766
1866-67	175,561	6,517,864
1867-68	196,432	6,110,897
1868-69	209,089	6,795,263
1869-70	237,044	7,144,465
1870-71	235,189	6,965,244
1871-72	350,138	8,091,546
1872-73	244,569	6,935,492
1873-74	326,918	7,747,732
1874-75	310,923	7,737,823
1875-76	353,620	8,113,619
1876-77	390,106	6,990,631

53. Regarding the Town trade, the tables of which will be found among the appendices. The more noticeable features among the imports are that there were 124,236 mds. of raw cotton registered as imported into all the 37 towns, of which 50,246 entered the town of Hinganghat to be pressed for re-export, but only 36,646 are recorded

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as so going out. Kamptee, the military station of Nagpur, is the ne largest importer of cotton, 29,881 maunds having entered in the ye but Kamptee is the cotton depôt for Bhandara, in several places which district cloth is more manufactured than elsewhere and t exports of Kamptee towards Bhandara are entered at 32,577 maun Nagpur, Kamptee, Jubbulpore and Burhanpur are the largest i porters of European yarn, but more as depôts than as places of ma facture, although the manufacture of cotton goods in the first a last named places is not inconsiderable. The principal centres of t trade in English piece goods are as follow :—

IMPORTS.

	Weight Mds.	Value Rs.
Nagpur ...	3,234	... 2,54,778
Kamptee ...	3,993	... 2,93,035
Hinganghat ...	2,383	... 3,20,983
Jubbulpore ...	7,600	... 6,84,000
Saugor ...	2,540	... 2,38,589
Nimar ...	2,320	... 1,55,702
Raipur ...	2,886	... 2,90,325

But as there is some doubt about the correct apportionm between English and Indian piece goods, I will give the imports these latter also.

IMPORTS.

	Weight Mds.	Value Rs.
Nagpur ...	2,652	... 3,87,778
Kamptee ...	8,396	... 5,82,310
Hinganghat ...	3,210	... 3,20,983
Jubbulpore ...	3,340	... 1,67,000
Saugor ...	1,349	... 72,878
Nimar ...	1,138	... 53,811
Raipur ...	1,203	... 60,150

Jubbulpore and Nagpur are the largest importers of wheat. Jubbu pore, Kamptee, Nagpur and Gadarwara for gram and pulse, but th great emporium of the rice trade is Kamptee. Of oilseeds, most li seed comes to Nagpur and most gingelly to Jubbulpore. Nagpur a Burhanpur are the two towns which take most of the raw silk i ported. If we might classify the towns according to the value of th imports they would stand in the following order :—

FIRST CLASS.

	Value of Import Trade.
Jubbulpore	... Rs. 64,73,570
Kamptee	... ,, 63,32,934
Nagpur	... ,, 50,82,802

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SECOND CLASS.

Hinganghat	...	Rs. 21,43,445
Saugor	...	„ 14,81,653
Burhanpur	...	„ 14,68,703
Chanda	...	„ 13,51,152
Khandwa	...	„ 13,02,277
Raipur	...	„ 11,24,492

l the other towns going into the 3rd Class; but it must be remem-ered that the above figures include both the trade which is again xported in retail transactions and such portion of the through trade which refunds of octroi are not claimed, as well as the value articles imported for town consumption; if these could be separated e classification would be different.

The statistics of this town trade is taken mostly from the octroi egisters and for those articles which pay octroi the entries are fairly eliable; but all articles are not taxed to octroi and respecting those n the free list there is no check. There is no check either on the ntries of exports, and until these are more reliable comment on them is not called for.

14. I cannot close this Minute without again placing on record my acknowledgments to Mr. Barclay, the Superintendent of my Office, for the valuable aid he has afforded me in preparing the materials for this report, and checking the statements. He has done excellent work, and I have much pleasure in thus prominently bringing his services to the favorable notice of Government.

J. H. MORRIS,

Chief Commissioner,

18th *October* 1877. *Central Provinces.*

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STATEMENT showing the valu

No.	Articles.
I	Animals, living (for sale)—
	1.—Horses, ponies and mules
	2.—Cattle
	3.—Sheep and goats
	4.—Other kinds
II	Borax
III	Canes and rattans
V	Chinese and Japanese ware
VI	Coal and coke
VII	Cotton, raw
VIII	Cotton, manufactured—
	1.—Twist and yarn (European)
	2.—Ditto ditto (Indian)
	3.—Piece goods (European)
	4.— Ditto (Indian)
IX	Drugs and medicines—
	1.—Not intoxicating
	2.—Intoxicating drugs (other than opi
X	Dyeing materials—
	1.—Indigo
	2.—Madder or manjit
	3.—Safflower
	4.—Turmeric
	5.—Other kinds
XI	Earthenware, and procelain
XII	Fibrous products—
	1.—Jute, raw
	2.—Jute, manufactured (gunny bags a
	3.—Other fibres, raw
	4.— Ditto manufactured
XIII	Fruits and nuts—
	1.—Cocoanuts
	2.—All other kinds
XIV	Grain and pulse—
	1.—Wheat
	2.—Gram and pulse
	3.—Other spring crops
	4.—Rice, husked
	5.—Rice, unhusked
	6.—Other rain crops
XV	Gums and resins
XVI	Hides and skins—
	1.—Hides of cattle
	2.—Skins of sheep, goats and small ani
XVII	Horns
XVIII	Lac—
	1.—Dye
	2.—Shell
	3.—Stick and other kinds
XIX	Leather—
	1.—Un

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of articles Imported into the Central Provinces during **1876-77.**

	From internal countries not under British Administration.			British Provinces.				
	Haidrabad.							
	Nizam's Territory.	Berar Assigned Districts.	Central India States.	North Western Provinces.	Bombay.	Bengal.	Madras.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	12	9,178	17,174	6,070	34,171	5,220	73	71,898
...	61,285	77,072	1,02,492	9,255	5,046	224	951	2,56,325
...	2,472	3,401	28,743	...	11,548	...	30	46,194
...	21,000	3,454	499	331	1,294	32,600	1,200	60,378
...	...	400	...	3,205	300	6	...	3,911
...	...	...	...	280	629	...	12	921
...	...	...	...	...	1,641	...	...	1,641
...	...	...	399	6,42,178	1,330	...	...	6,43,907
...	153,988	1,62,875	1,29,970	7,181	8,391	304	...	4,62,709
...	17	49	563	...	10,59,588	23,440	1,140	10,84,797
...	51	1,604	2,463	1,47,768	...	...	...	1,47,768
				19,559	4,20,544	...	...	4,44,221
...	2,206	29,730	14,451	24,530	42,36,650	1,49,500	351	44,57,418
...	2,707	1,36,002	30,468	10,52,828	...	...	...	10,52,828
				4,87,974	8,47,204	20,200	11,907	15,36,462
...	...	...	3,480	23,344	58,070	600	...	85,494
...	...	...	6,440	5,991	18,205	...	...	30,636
...	...	14,970	2,730	95,050	18,305	...	540	1,31,595
...	...	...	2,460	...	...	...	...	2,460
...	...	5,903	1,060	284	5,570	...	...	12,817
...	24	3,101	159	1,698	11,503	19,600	1,116	37,201
...	2,021	5,100	78,548	6,236	23,836	368	104	1,16,213
...	...	...	34	1,266	428	100	...	1,828
...	...	..	120	356	...	...	...	476
cloths) ...	20	486	2,666	1,27,839	53,382	1,120	60	1,85,573
...	30	139	217	442	2,268	...	...	3,096
...	15	20	5,219	1,016	1,887	...	...	8,157
...	...	8,330	1,174	9,150	3,72,649	1,17,553	86	5,08,942
...	81	17,581	7,206	2,90,382	3,53,704	4,573	4	6,73,525
...	2,111	24,610	1,95,554	44,776	51,880	...	...	3,18,931
...	1,321	8,847	23,908	72,618	4,734	6	20	1,11,454
...	93	599	39,432	14,691	9,767	...	34	64,616
...	753	926	1,036	19,005	2,001	...	3,232	26,953
...	86	...	9,516	1,594	10	...	...	11,206
...	3,172	37,834	14,743	18,051	1,24,389	...	...	1,98,189
...	60	354	1,635	12,006	5,094	...	...	19,149
...	...	296	9,814	2,387	2,064	...	14	14,575
s ...	...	43	1,044	278	163	...	22	1,550
...	165	23	3,089	152	1,135	160	200	4,924
...	...	...	1,603	103	377	...	...	2,083
	...	...	2,602	...	302	...	38	2,942
	1,823	62	2,331	44,647	784	...	2,167	51,814

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STATEMENT showing the value of

No.	Articles.	...rara. Rs.
		...
		...
		...
		...
		...
		...
1	**Animals, living (for sale)—**	...
	1.—Horses, ponies and mules	...
	2.—Cattle	14
	3.—Sheep and goats	
	4.—Other kinds	67
II	Borax	...
III	Canes and rattans	1,94
V	Chinese and Japanese ware	2,22
VI	Coal and coke	
VII	Cotton, raw	22
VIII	Cotton, manufactured—	...
	1.—Twist and yarn (European)	
	2.—Ditto ditto. (Indian)	...
	3.—Piece goods (European)	...
	4.— Ditto (Indian)	...
IX	Drugs and medicines—	56
	1.—Not intoxicating	...
	2.—Intoxicating drugs (other than opium	...
X	Dyeing materials—	
	1.—Indigo	...
	2.—Madder or manjit	...
	3.—Safflower	...
	4.—Turmeric	...
	5.—Other kinds	
XI	Earthenware and porcelain	58
XII	Fibrous products—	1,40
	1.—Jute, raw	44,31
	2.—Jute, manufactured (gunny bags and	38,23
	3.—Other fibres, raw	41,29
	4.— Ditto manufactured	...
XIII	Fruits and nuts—	3,52
	1.—Cocoanuts	4,29
	2.—All other kinds	8
XIV	Grain and pulse—	
	1.—Wheat	...
	2.—Gram and pulse	...
	3.—Other spring crops	...
	4.—Rice, husked	
	5.—Rice, unhusked	...
	6.—Other rain crops	...
XV	Gums and resins	...
XVI	Hides and skins—	
	1.—Hides of cattle	...
	2.—Skins of sheep, goats and small anim	...
XVII	Horns	...
XVIII	Lac—	...
	1.—Dye	
	2.—Shell	
	3.—Stick and other kinds	
XIX	Leather—	
	1.—Unmanufactured	
	2.—Manufactured—	

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rticles Exported from the Central Provinces during 1876-77.

	To internal countries not under British Administration.			British Provinces.				
	Haidrabad.							
	Nizam's Territory.	Berar Assigned Districts.	Central India States.	North Western Provinces.	Bombay.	Bengal.	Madras.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		Rs.
...	17,600	13,295	13,200	5,750	10,350	...	4,454	64,619
...	894	14,752	17,150	27,401	32,447	5,983	2,113	100,740
...	104	3,928	4,983	60	417	...	12	9,504
...	9,000	9,510	431	36	1,211	15	27,600	47,803
...	25	20	1,276	30	...	...	...	1,351
...	...	...	371	10	...	...	...	381
...	...	..	...	...	240	...	...	240
...	...	...	...	..	6,542	...	...	6,542
..	1,973	3,26,436	30,421	3,07,564	29,44,782	2,52,522	50,228	39,13,926
...								
...	2,285	916	59,791	2,310	2,557	...	...	67,859
...	...	2,570	3,050	275	3,853	2,180	...	11,928
...	944	15,195	13,04,166	61,440	21,380	450	905	14,04,480
...	1,212	1,79,201	67,826	9,922	17,97,002	17,175	5,772	20,78,110
...	...	500	7,503	6,732	24,087	...	...	38,822
...	...	12	86,069	27,721	5,920	...	...	1,13,723
...	300	4,320	2,195	1,300	5,270	...	...	13,385
...	...	...	4,850	...	...	...	...	4,850
...	...	2,878	5,391	944	543	...	...	9,756
...	137	900	13,849	3,226	9,979	795	...	28,886
...	177	4,617	4,136	1,022	2,64,226	41	1,430	2,75,649
...	...	...	706	7	340	...	...	1,053
...	...	368	305	296	15,476	...	...	16,445
hs) ...	...	...	7,927	20,548	15,823	...	...	44,298
...	79	6,598	735	11,338	8,281	...	...	27,031
...	...	250	2,087	780	14,575	...	...	17,692
...	...	541	80,712	3,973	1,781	120	...	87,127
...	1,837	22,017	70,117	30,661	35,245	...	...	159,877
...	23	20,722	49,131	60,491	54,52,203	20,214	12,309	56,15,093
...	1,246	9,895	10,544	27,135	17,10,415	25,492	2,385	17,87,112
...	...	4,870	2,787	237	4,96,525	...	1,589	5,06,008
...	9,817	57,548	38,474	2,471	11,87,927	18,533	10,453	13,25,223
...	...	1,220	13,456	7,669	8,167	...	...	30,512
...	16	67,887	3,895	2,464	6,02,942	...	1,049	6,78,253
...	185	3,826	5,337	85,900	82,474	...	...	1,77,722
...	...	2,188	703	29,260	1,86,267	2,702	906	2,22,026
...	...	90	75	1,118	70,712	...	...	71,995
...	560	71	...	16,858	1,13,634	1,426	280	1,32,829
...	...	1,400	257	10,735	502	4,260	...	17,154
	...	325	180	1,40,400	15	4,378	648	1,45,946
	1,430	1,950	...	3,86,180	28,669	1,601	326	4,20,156
...		85	72	530	84,988	24	...	85,699
	40	404	737	2,960	8,757			

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Hoshangabad.							Narsinghpur.			
ad.	Seoni.		Harda.		Sohagpur.		Narsinghpur.		Gadarwara.	
.		Rs.		Rs.		Rs.		Rs.		Rs.
,500	6	1,200	54	3,330	...	...	...	...	...	...
...	207	8,240	248	9,501	453	3,002	...	...	...	...
..	6,211	12,126	3,356	7,358	8,376	16,267	...	...	...	...
...	...	...	3,200	970	2,750	295	...	...	...	...
18	...	...	2	16	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...
118	20	280	507	10,132	529	6,950	3,601	69,216	19	140
811	...	...	38	7,400	80	4,538	4	500	7	670
400	...	...	55	2,750	26	835	...	...	...	...
850	17	1,956	378	77,761	2,272	1,28,637	24	1,655	19	1,942
753	13	1,857	291	14,554	2,715	1,11,246	2	80	47	2,224
42	4	72	27	375	4	78	...	...	9	221
62	507	3.150	25	600	118	2,533	...	...	...	...
100	7	769	2	300	46	3,878	...	...	...	...
10	...	...	3	50	...	...	...	...	...	...
256	...	...	6	120	3	83	...	...	...	...
807	164	1,461	32	320	330	3,459	7	76	55	560
262	6,186	16,141	31	350	475	3,463	...	...	...	...
40	...	...	...	639	...	...	...	...	...	...
12	50	215	75	500	...	...	...	...	...	...
330	...	...	6,527	2,976	4,700	4,776	...	...	...	...
	...	...	31	240	82	820	...	...	...	...
18	...	...	36	195	186	1,510	...	...	...	...
576	450	15	100,450	7,156	1,88,765	13,873	15,358	3,226	12,000	585
256	1	20	66	1,095	961	10,427	3	31	99	1,403
971	38,861	91,590	71,650	143,300	1,28,260	2,89,071	32,273	62,273	20,896	44,914
17	375	815	7,580	12,533	60,317	1,°0,069	57,402	1,65,595	22,355	38,239
	50	54	...	...	18,759	29,500	1,189	1,339	25,923	41,296
	...	...	1	3	5	5	...	...	...	...
69	1,002	3,092	2,456	6,128	762	2,162	869	1,734	1,213	3,524
	1,702	3,424	9.652	18,688	25,825	38,280	255	328	3,006	4,295
70	67	331	18	180	43	364	...	...	7	87
40	5	50	158	1,075	1	6	3	80	...	...
00	30	50	551	1,053	5	30	...	15	...	...
80	5	100	634	2.525	10	56	57	1,180	...	...
72	...	...	30	300	...	...	...	...	...	...
80	10	100	47	470	1	20	...	...	...	...
70	...	...	77	770	316	2,972	...	...	...	...
85	...	...	...	5,385	...	8	...	...	...	...
	...	...	...	1,885	...	261	...	...	...	...
48	...	...	...	1,360	...	...	...	5	...	...
	...	...	...	70	...	...	...	...	...	...
24	127	5,674	227	8,437	784	20,434	...	12	...	
06	...	...	103	1,030	615	4,006	...	...	...	
33	...	...	81	835	6	299	...	1	50	

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Nimar.				Raipur.		Sambalpur.		Upper Godavery.	
ırhanpur.		Khandwa.		Raipur.		Sambalpur.		Sironcha.	
	Rs.		Rs.		Rs.		Rs.		Rs.
	...	38	7,954	6	750	1	150	...	...
	...	1,195	18,722	7	35	68	596	...	...
	...	16	32	20	25	71	106	...	...
	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
32	58,562	1,824	24,076	1,099	11,647	...	...	...	...
	...	144	4,064	599	44,925	86	6,860	...	...
8	200	...	...	28	1,120	1	25	...	...
3	300	1,126	65,396	1,325	1,32,500	868	78,015	...	...
82	1,41,300	726	28,451	72	3,600	94	4,730	...	72
	...	...	...	...	...	...	...	...	...
	...	2,342	22,965	9	360	...	...	..	...
	...	...	...	...	...	1	80	..	...
	...	...	...	...	...	...	..	...	...
15	225	5	62	607	7,284	...	...	...	...
29	252	91	528	197	1,576	406	2,452	...	...
94	5,856	600	3,600	109	1,417	618	772	48	48
	...	...	75	...	...	...	...	...	...
	...	...	...	...	...	...	...	...	...
	...	60	60	1,826	934	...	...	...	...
	...	414	816	...	...	...	...	...	
	...	38	256	...	...	...	...	...	...
90	177	66,015	3,049	5,00,153	20,925	102,375	4,758	...	...
44	172	282	1,096	154	2,002	56	562	...	...
70	5,364	3,788	11,137	34,808	26,599	2,907	4,960	...	...
38	15,410	452	1,324	240	192	2,169	3,738	746	1,243
72	778	20	48	906	604	...	...	...	...
22	2,684	3,266	9,683	85,777	85,777	3,266	5,066	...	...
	...	...	...	385	193	...	...	...	...
34	8,132	9,115	17,934	...	...	17	43	...	...
92	331	...	...	257	771	87	324	...	...
	...	...	...	68	276	55	572	...	...
	...	...	...	...	...	22	148	...	...
	...	16	113	232	1,392	491	4,199	...	
									...
6	150	8	64	...	...	100	3,000	...	...
52	6,950	2	32	9,892	34,996	2,884	52,251	...	...
3	1,330	...	...	4,038	28,366	145	2,175	5	203
	...	...	175	...	4,252	...	...	...	...
	...	...	88	...	7	...	260	...	...
	...	...	40	...	...	...	4,257	...	...
	...	...	...	...	...	...	...	...	...
	270	95	3,420	670	33,500	30	1,393	7	310
	72	513	3,972	266	2,128	67	730	...	...
	...	...	85	72	530	84,988		24	...

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REPORT

ON THE

TRADE AND RESOURCES

OF THE

CENTRAL PROVINCES

FOR THE YEAR 1875-76,

BY

J. H. MORRIS, Esq., B. C. S.,

CHIEF COMMISSIONER.

NAGPUR:

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1876.

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MINUTE

BY THE

CHIEF COMMISSIONER

OF THE

CENTRAL PROVINCES

On the Trade Returns for the year 1875-76.

When writing last year on this subject, I noted that the Government of India had decided to make the trade year embrace the twelve-month from July to June, but that decision was afterwards directed to remain in abeyance till further consultation with the other Local Governments on this and other questions connected with the classification of goods &c., and the final orders of the Department, Revenue, Agriculture and Commerce, were not received till after the close of the year now under review. The returns for the year 1875-76 have therefore been compiled, and are now presented for the last time, in the old form. The classification is no doubt faulty and the headings too few, but the form was that adopted in 1863-64, when first an attempt was made in these Provinces to register the exterior traffic, and for purposes of comparison in subsequent years it seemed desirable to maintain the old classification. This will now give place to the more elaborate classification desired by the Government of India, and the trade year will hereafter agree with the twelve-month of the financial year. This change has been suggested by Her Majesty's Secretary of State, so that the land traffic of India might be considered in connection with the returns of the sea borne trade. No such broad scheme was before the local Administration in 1863, when it planned its system of trade registration ; in fact the main object then in view, was to gain such information of the extent and direction of the local traffic as might afford some guide in the early administrative efforts being made for the development of the country, which had then recently come under British management. It was from the first a rough and cheap system that was established. The passing trade could not be stopped for the sake of obtaining a minute account of quantities and details of various kinds &c., and funds were wanting for the employment of a registering establishment sufficient to guard all the avenues of traffic, or to pay more than small salaries to the native clerks employed

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For all practical purposes, however, the information thus collected was sufficient, it gave a rough general idea of the extent and movement of the trade along certain routes, and indicated the direction in which expenditure on roads would be most beneficial; but while it served this primary local purpose, it contributed no less to furnish a moderately reliable measure of the commercial condition of the country, of its main agricultural products, its manufactures, and the extent of its dependence on an import trade for supplies, whether in the shape of necessaries, such as salt, or of luxuries, such as sugar, and articles more cheaply imported than locally produced, such as piece-goods, hardware, and the like. If the headings were fewer than they might have been, the gross aggregates supplied an approximately truthful *apercu* of the fortunes of a year, how the people prospered or suffered in any season, or generally whether trade was advancing with the growth of settled government, and improved means of communication with distant markets and the sea-board. That the returns were good enough, or full enough for such purposes, may be judged from a perusal of the trade minutes of past years, but the subject is referred to here only to show that the scope of the measure as originally planned in 1863, and since maintained, had a well defined limit—a limit ordained by small financial means on the one hand, and by the absence of legal right of interference with the passing trade on the other. Obviously, information collected under such a system could not be so complete or exhaustive as the remarks of the Government of India, Department of Revenue, Agriculture and Commerce, on the previous year's returns seemed to show they expected. A Native clerk at a frontier crossing far away from control could not safely (if he could legally) be authorised to stop the trade or examine the contents of carts or packs on laden cattle. He was only instructed to enumerate in the best way he could the number of carts or pack cattle carrying any consignment, and thus arrive at a rough approximation of quantities; in food grains he was to distinguish only wheat and rice; oilseeds he was to put all together in one column; so with fibres, and so with other articles, and he was thus relieved of all pretext for stopping the traffic, and the possibility of a measure designed for purely statistical purposes being converted into one of obstruction and annoyance, and possibly of oppression, was guarded against. There were not at first wanting instances of attempts of this

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character, and they had to be severely punished and carefully watched.

2. To ascertain the value of goods with anything approaching to accuracy, was a still more difficult problem: in most cases the goods were in the charge of carriers, not the owners, and there the Moharir was to exercise his judgment, which as regards agricultural produce, might be relied upon after being checked by the Tahsildar through whom his returns reached the District Officer; but in respect of piece-goods, European supplies, and the like, information was often wanting altogether, and the prices ultimately set down by the District authorities were sometimes not certified, for not always could a consignment be traced from the frontier to a municipal town, where the invoice presented to the Octroi collector would give the information desired. Thus discrepancies in the values of any article in one year as compared with another were seldom of easy solution, the more so, that trade transactions conducted by Native dealers, are, as a rule almost, jealously guarded from official cognizance. In some cases the explanation would lie on the surface,—a bad or good season, high or low prices ruling; but in other cases the causes lay deeper,—in the rates of money exchange, in overtrading, in the sudden rise or fall of foreign demand, secrets of these and other kinds known only in commercial circles. There is therefore much ground for caution in the examination of trade phenomena, and where explanation on some points has not been attempted, it was not always from oversight.

3. The subject is one which the Administration has from the first endeavoured to keep prominently before the attention of its District officers, and not a few have shown a close acquaintance with, and creditable interest in this, one of the first concerns of the people; but, lying generally outside the range of their official duties, and not readily accessible, the subject-matter of trade, with its shifting prospects and continual fluctuations, has not commended itself to all alike, and close scrutiny will no doubt disclose some unfortunate gaps in the history, at least from a commercial stand-point. This was inevitable, but if on the whole some statistical value can be claimed for the information collected during the last thirteen years, as much will have been obtained as could be expected from the modest and inexpensive agency by which the information was collected at the frontier out-posts.

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Section I.

Trade Registration.

4. Except the transfer of a trade registering post from Binka to Sonpur, in the Sambalpur district, no change was made during the year in the plan of recording the import and export trade at the frontiers. The transfer above referred to was suggested by the more favourable position of the latter for catching the whole of the trade from Cuttack and the Coast before it bifurcated—part entering the Bengal Tributary Mahals, and part the Sambalpur district. It was not altogether a through trade that it was thus sought to register, as some portion of the Coast supplies (principally salt) would be put down in the Eastern Zamindaris of Sambalpur, and the return convoys would take up grain and other produce from those parts, all which, not very much after all, escaped hitherto unregistered. At Sonpur also, some trade passing into the Southern Zamindaris of Sambalpur would be brought upon the returns. The Railway Companies continue to supply returns of all traffic leaving and entering the Province by rail, and their co-operation in this particular is of the highest service.

Section II.

The Trade routes.

5. There is nothing new to say under this head, as regards the direction which the trade takes when leaving or entering the Province, or from other parts of India and the Coast. The nearest seaport town being Bombay, and connected as it is by a railway, with the Nagpur country, south of the Satpura range, and with the Nerbudda country, north of the range, the two lines branching off from the single line from Bombay at Bhosawal, the bulk of the exterior traffic is naturally westward. The northward traffic is carried largely by the East India Railway, the remainder going by road to Indore, Malwa and the Central India States, to Benares by road from Chhattisgarh, and to Ranchi, *vid* Sambalpur. The eastern traffic is carried along several roads (open only in the fair weather) connecting Chhattisgarh with Cuttack and the

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Coast districts of the Madras Presidency. The Mahanadi river running in this direction carries but a small proportion of this trade, owing to the difficulty of its navigation in certain parts. The smallest trade is southward with parts of the Madras Presidency, the Godavari river navigation offering little or no facility for trade in this direction.

6. It had been usual in previous years to review under this section what had been done during the year towards extending and improving internal communication in the Province—the progress and expenditure on the Warora State Railway, the position of the Chhattisgarh Railway project, and the like; but, judging from the opening paragraphs of the Department, Revenue, Agriculture and Commerce, Resolution 754, of 28th December 1875, reviewing last year's trade minute, it may not be necessary to do so in future, the subject being considered one belonging to the Public Works Department, and that department being already in possession of my views on the subject in separate minutes and reports.

Section III.

Resources of the Country.

Agriculture.

7. The agricultural resources of the country may be best indicated by the following figures showing the area under cultivation of the different crops during the past two years:—

	1874-75. Acres.	1875-76.* Acres.
Rice ...	3,865,670	3,646,466
Wheat ...	3,473,376	3,395,721
Other food grains ...	5,011,760	5,038,399†
Oil-seeds ...	978,095	1,025,213
Sugar-cane ...	89,206	99,948
Cotton ...	761,027	726,454
Opium ...	4,562	4,767
Fibres ...	22,342	23,158
Tobacco ...	52,358	52,576
Vegetables ...	52,441	55,593
Other crops ...	30,144	63,244

* Exclusive of the cultivated area of the Feudatoryships in the Raipur district which are included in the figures accepted in the Revenue Department.

† An error in the Revenue Returns has here been corrected.

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These figures are copied from the returns of the Revenue Department, and have been introduced into this section in this and past years, to afford some general idea of the agricultural resources of the country. The great decrease in the cultivated area in 1874-75 as compared with the previous year, had attracted attention in the Revenue department of this office at the time, and explanation was called for from the Deputy Commissioner of Bilaspur, in which district most of the decrease was to be found. The explanation, however, was not received in time to admit of any notice of the decrease being made in the Revenue Report for 1874-75, nor indeed in the Trade Minute of that year. The explanation finally was, that there was no decrease at all, but that an unfortunate error had crept into the agricultural returns of the Bilaspur district for 1873-74 from a misconception of the headings of the return. There was in fact an increase in 1874-75, due to the inclusion in that year for the first time of the cultivated area of the Sambalpur district, which the progress of the settlement there made possible. There has always been much difficulty in obtaining these agricultural statistics in this Province, owing to the manner in which the special agency (Patwaris) by which they are collected was dealt with at the last Settlement, as explained in letter to the Government of India in the Department, Revenue, Agriculture and Commerce, No. 4659-136 of the 27th December 1875. It is hoped, however, that by continued attention to the subject Deputy Commissioners will be able to obtain these statistics promptly at the close of each year, and of a more reliable character than they have been of late years. The difficulty has been great enough in regard to the statistics of Khalsa villages, but has proved even more so in regard to the cultivated areas within the large Zamindaris which are generally included as British territory; and in the year under review it has been found impossible to obtain the required information from the Zamindaris of the Bilaspur district, so that the returns of the year had to be closed without it. This accounts for almost all the decrease of nearly 105,000 acres that appears in 1875-76 over the total of the previous year. But for purposes of comparison I will note below the cultivated area of the Bilaspur Zamindaris which

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is included in the figures for 1874-75:—

	Acres.
Rice	248,221
Wheat	97,699
Other food-grains	20,468
Oil-seeds	...
Sugar-cane	2,913
Cotton	28,477
Opium	...
Fibres	...
Tobacco	995
Vegetables	...
Other crops	...

If these be excluded from the figures of that year a fair comparison may be instituted under each head, thus:—

			Acres.
8. Rice ...	1874-75	...	3,617,449
	1875-76	...	3,646,466

In this item then there was an increase of nearly 30,000 acres, the outcome of increases in some districts and decreases in others, Chanda showing a decrease of nearly 8,000 acres and Sambulpur of 9,000 acres, while Jubbulpore has an increase of 28,000 acres, Mandla 11,000 acres, and smaller increases in other districts making up the net result stated above. As already remarked, the figures are only approximately correct, but the season was on the whole favourable to rice, and in the rice-growing districts, in Bhandara "the crop was magnificent, and far in excess of any crop during the last few years." The same may be said of Balaghat. In Chanda, owing to heavy and continuous rain, the sowings were interrupted in places and the crop was "partially injured." In the three Eastern districts of Chhattisgarh, Raipur, Bilaspur and Sambalpur, the rain-fall was excessive in June and July, but a dry August gave the crop time to recover, and the out-turn was on the whole favourable. In the last-mentioned district, however, the rain continued till later in the season, doing some damage. In Jubbulpore, where the largest increase is shown, it is said "the late coming of the rains enabled the people to prepare a larger area of ground, and the crop was a heavy one.

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9. *Wheat* is the next item, and compared in the same way, the area cultivated was in—

		Acres.
1874-75	...	3,375,677
1875-76	...	3,395,721

here the increase comes to about 20,000 acres. The principal wheat-growing district of the Province, Hoshangabad, reports a decrease of 26,000 acres, owing to the early cessation of the rains in September and their absence altogether in October. In Saugor, the next largest wheat-growing district, the area cultivated was the same in both years.* Against the decrease in Hoshangabad, there was, under favourable conditions of season, in Chanda an increase of 10,000 acres, and in the two Satpura hill districts of Mandla and Betul an increase of 22,000 acres and 8,000 acres respectively. The harvest of this important crop was, to notice only the principal wheat-growing districts, in Nagpur and Wardha "good," in Jubbulpore it was a "bumper crop," in Saugor "abundant," in Damoh "fair," in Seoni "indifferent," in Hoshangabad it was "below the average," in Narsinghpur "good." The attention of Deputy Commissioners was, during the year, drawn to the likelihood of a considerable expansion in the export trade in wheat, were growers and dealers to give more care to the requirements of the European markets for keeping each description of wheat separate and unmixed with pulses, the results probably rather of carelessness than of fraudulent adulteration. Samples of the different kinds of wheat, with the order in which they stood in the market demand, were at the same time distributed, and it is hoped that some good will be done in this way.

10. In "*other food grains*"—principal among which would be jowar (millet), kodo, kutki, &c. (or the lesser millets), and the various pulses—the area was,

		Acres.
in 1874-75	..	4,989,290
in 1875-76	...	5,038,399

or an increase of 49,109 acres. The heading is rather too comprehensive to be examined closely, but the increase appears

* There is a misprint in the table for 1874-75, where the area is shown as 449,501 instead of 499,501.

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mostly in Jubbulpore, Mandla and Chhindwara, being counterbalanced to some extent by decrease in Chanda, Hoshangabad and Betul. The harvest of jowar in Nagpur and Wardha, where it is the staple food crop of the labouring classes, was deficient. In Chanda the crop suffered considerably; from the same cause in all these three districts, viz, excess of rain in June and July and the long withering break that followed. In the hill districts the harvest of jowar was "well above the average," except in Seoni, where the rains ceased rather abruptly. In Nimar the jowar was slightly injured, in Hoshangabad below the average, in Narsinghpur and Jubbulpore good, in Damoh not good. If the harvest of jowar grain, the food of the working classes, was thus on the whole not a good one, the stocks of the jowar plant, the fodder for cattle in these districts, was, in the Nagpur country particularly, a great failure, so much so that towards the close of the season at Nagpur this fodder was selling at Rs. 35 per 1,000 bundles, the usual price being Rs. 9. It was almost generally a bad season for cattle fodder, as the price of grass (hay) rose at the same time from Rs. 1½ and Rs. 2 per 1,000 bundles, the ordinary price, to Rs. 9 and Rs. 10 per 1,000 bundles. The cultivation of the "lesser millets" is mostly confined to the Satpura hill districts, and the season was favourable and full harvests reaped. Pulses are cultivated both as kharif and rabi crops, and their history is various, the rabi crops succeeding better than the kharif.

11. Food grains of all kinds thus occupy 12 of the 14 million acres cultivated in the Province (not including the Feudatories and some large Zamindaris); rice taking up 3½ million acres, mainly in the three eastern districts of Chattisgarh, and the three districts, Chanda, Bhandara and Balaghat, along its western frontier. Wheat occupies 3 2-5th million acres mostly in the Nerbudda valley and trans-Nerbudda districts, while it also covers a large area in Nagpur, Wardha and Raipur. The remaining 5 million acres, mostly under jowar in the plain, and under kodo, kutki, &c., in the hill districts, are pretty evenly distributed throughout the 19 districts; in Chhattisgarh, where the jowar is almost unknown, the area would be mostly occupied by the lesser millets and the various pulses and lentils, the latter also sharing with the millets in all districts. Thus, speaking generally, rice is the staple food crop in the east, millet in the south and west, and wheat in the northern districts of the Province. The two former being

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kharif crops, it will be seen that the population of 14 districts depend mostly for their food supplies on favourable autumn rains, and wheat being a rabi crop, the population of the remaining 5 districts are dependent for their food on the latter or spring showers. And here all the alternating anxieties attending an early or late monsoon, its amount and its distribution, come into play in various aspects as the season advances—what is favourable to one crop is destruction to another its neighbour,—what will suffice for the millets would starve the rice,—and what is life to the young wheat will often beat down the ripe autumn crops then ready for the sickle. Few years go by without the experience of one or other of these adverse influences in some degree, more in one place, less in another, and then there are the supernumerary calamities of a hail-storm, or frost, or blight, which come late, and in an hour change the brightest prospects into gloom. It is not meant of course that these vicissitudes are peculiar to the Central Provinces, only that they are here comparatively familiar episodes in the Collector's yearly narrative of fiscal affairs, and being hardly measurable in their incidence, add not a little to the difficulties already existing in the way of obtaining agricultural statistics.

12. Oil-seeds in the two years were,—

		Acres.
1874-75	...	978,055
1875-76	...	1,025,213

increase 47,000 acres: the increase is mainly in the Bilaspur district, and the rabi season being favourable, the yield of the linseed was very good. This cultivation has been steadily progressing of late years, and the ready demand for it in the Bombay market promises to give it the necessary stimulus for further expansion. The area under *each* of the various oil-seeds cannot be given from the agricultural returns.

13. Sugar-cane in—

		Acres.
1874-75	...	86,293
1875-76	...	99,948

increase nearly 14,000 acres, principally in the Nerbudda Division.

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14. Cotton in,—

		Acres.
1874-75	...	732,560
1875-76	...	726,454

there is little difference in the area sown, but the crop "suffered very considerably" in the three districts in which it is mostly raised, viz., Wardha, Nagpur and Chanda. There was too much rain in July, a long interval of rainlessness in September, and when the crop was in blossom it was beaten down by heavy rain in October. The out-turn fell from 41 lbs. per acre to 16½ lbs. in Nagpur, and from 38 lbs. to 20 lbs. in Wardha. The out-turn for the whole Province fell from 251,652 cwt. in 1874-75 to 150,436 cwt. in 1875-76, and the quality of the cotton in the latter year was generally inferior. This was one of the principal disasters of the agricultural season. I will just notice in passing here, that in a field experiment with cotton in the Nagpur model farm last year, the produce of cleaned cotton per acre was as high as 300 lbs. The land was of course manured and irrigated at proper times. The seed used was the best indigenous variety, known as "Hinganghat,"—the principal cotton mart in the Wardha district, where it will be noted the out-turn of the year was only 20 lbs. per acre. Even in the best years, the average out-turn for the district is seldom put above 40 lbs. per acre.

15. It will suffice now to give the area sown with other crops in comparison as follows, in acres,—

		1874-75.	1875-76.
Opium	...	4,562	4,767
Fibres	...	22,342	23,158
Tobacco	...	52,358	52,576
Vegetables	...	51,446	55,593
Other	...	30,119	63,244

Opium is mostly cultivated in the Betul district, and the increase appears there mostly. There is also a small increase in fibres, but the returns give no details of the different kinds of fibres sown. Tobacco is cultivated in small patches in the neighbourhood of every village, mostly in Raipur; the quality is considered inferior, and it is only used by the working classes. The crop of the year was considered a very full one.

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I will pass now to the consideration of other subjects to be noticed in this section, and first as to—

Silk.

16. *Silk.*—The disadvantages under which the silk industry in this country labours, and the means to be adopted for their removal or of testing the possibility of their removal, in view to finally deciding as to the extent and shape in which the industry may be encouraged by the State, are reviewed in the Government of India Resolution, Department of Revenue, Agriculture and Commerce, No. 5—156-165 of the 23rd November 1875. The supply of cocoons asked for in that Resolution for experimental purposes in England and India has been forwarded, and until the results are known nothing further will be done here. A summary of all the information available on the subject, and the results of local experiments, in the rearing of the cocoon, in reeling, spinning, dying, &c., was placed before the Government of India in letter No. 4533-199, dated 16th December 1875.

Lac.

17. It was mentioned last year that the Forest Department had taken up vigorously the propagation of lac in the reserved forests, where the koosum trees are plentiful, and that favourable results were hoped for. The operations of the year, however, though carried on in all the forest divisions, were not generally successful, and the failures were "not always to be accounted for by climatic influence or the general suitability, health or size of the trees used." There is much to learn yet. Where there have been failures, a second trial in the same year has proved successful. The number of trees to which the seed was applied was 4,767 of koosum in four different forests, and 22,232 of other species in six separate forests, the total cost of the operation being Rs. 953. The result of some of the experiments are yet uncertain, and the departmental Officers have tentative measures still in hand.

In the correspondence with the Government of India ending with this office letter No. 3762 of the 5th October 1876 it will have been seen that owing to the depressed state of the market for lac, the European firm that had the monopoly of collection in the Mandla forests threw it up, and it was even thought advisable by the District authorities not to

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offer long leases for blocks of forest in which the propagation of the lac was to be encouraged. In the Bilaspur forests the block system of leasing is being carried out. The more ambitious experiment in the Malini forests, where it was thought the propagation might be almost indefinitely extended, and where a special establishment for carrying on and guarding the operations was entertained, was not on the whole unsuccessful as a beginning. The seed has been applied to a large number of trees, and the produce is being reserved for still further extending the propagation, so that as yet there has been no harvest, and there is hardly anything to say now than that the experiment so far has been successful, and that fair progress is being made in extending the area of propagation. Meanwhile the unexpected fall in lac prices is discouraging.

Cotton cloth manufacture.

18. There is little to add to what was said last year regarding cotton cloth manufacture, beyond that the spinning and weaving mill under erection at Nagpur is fast approaching completion. I will revert to this subject of country cloth manufacture further on when considering the actual trade.

19. Referring to paragraph 2 of the Government of India Resolution already noticed, it may not be necessary to repeat here what is said in my minutes in the Public Works Department on coal exploration in the Nerbudda valley, the Warora colliery and iron smelting experiments there, and I will now pass on to the consideration of the actual trade of the year.

Section IV.

The actual trade.

Cotton.

20. The imports that appear in the tables, come from the Central India States on the north and from Berar on the south, and take the place of superior kinds exported, or come directly to the railway for conveyance abroad. The quantities coming from Berar, partly come to be pressed at Hinganghat, and partly to

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benefit by the stamp of that well known cotton mart. The total quantity thus imported was 27,076 maunds,* against 36,331 maunds in the year previous, the falling off being explained by the bad effects of the season. But the Province is eminently a cotton-exporting country, and cotton has hitherto held the first place in the table of exports, notwithstanding the gradual decline of prices since the American war. As already remarked, the season was a bad one, both as to out-turn and quality, and the total exports of the year fell to 141,808 maunds against 252,602 maunds in the year before. The falling off is mainly in the trade westward from the Nagpur country, where the crop suffered most and the largest area is given to the crop. The loss in money value came to about £200,000, but it is said that this loss was to some extent recouped, by the fields where the cotton plant was languishing being ploughed up and sown with wheat in October, when a favourable fall of rain gave promise of a good rabi or spring harvest.

*1 & 2-5th maund = 1 cwt.

Sugar and goor.

21. Sugar is altogether an import article, it not being refined anywhere in these Provinces, and what appears as going out of the country are re-exports. Goor (unrefined sugar) is manufactured in several districts mainly for local consumption, but it is to a small extent exported, and in some places imported also. The two articles have from the first been shown together, but in future years they will appear in the returns separately. The quantities shown as imports are mostly sugar, while those shown as exports include goor to a small extent. Refined sugar comes mainly from Benares in the North-Western Provinces, the small qauntities coming from the west being Mauritius sugar imported *viâ* Bombay. The imports of the year show a slight falling off, from 376,650 maunds in 1874-75 to 321,416 maunds in 1875-76. The re-exports of sugar and exports of goor are almost wholly across the Customs line into the Central India States *viâ* Saugor, Hoshangabad and Nimar. The total quantities there registered amounted to 255,281 maunds against 186,299 maunds in the year previous, but were not much above the quantities exported in 1873-74. This trade is liable to strange fluctuations, for besides those ordinary to production, demand, &c., we have sometimes a year propitious to Hindu marriages, when the consumption of sugar in ceremonies and festivities is large, or it is a year not so pro-

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pitious, and the trade then falls. The activity of the trade into the Central India States *viâ* Hoshangabad and Nimar in the year under review is due to the first of these causes, and will at the same time explain the increased imports of the year. It may be deserving of notice that for the first time in 1875-76 a duty of 6 annas per maund was put on unrefined sugar exported across the Customs line in the Hoshangabad division; such a duty had all along been taken in the Saugor Customs Division immediately above Hoshangabad. In the first year of its imposition this duty brought Rs. 23,391 on 62,375 maunds of goor exported to the Central India States. It will be interesting to watch the effect of this duty in future years.

Salt.

22. I will not say much on the subject of the salt trade, as that is fully treated in the special report of the Commissioner of Inland Customs, which has already been before the Government of India; but an examination of the trade tables will show that there is more vitality in the Eastern salt trade than was expected, for while the imports from this direction rose from 125,000 maunds to 174,781 maunds in the year under review, the imports of the Western Coast salts remained almost the same, rising only from 793,580 maunds in 1874-75 to 809,276 maunds in 1875-76. These figures will not correspond with those of the Commissioner of Inland Customs, as they are made up for the trade year, June to May, while the Customs figures are for the twelve-month of the official year, April to March. They also include some imports by road from Berar into the districts along the western frontier, which may have been from old stocks or may have paid duty in the year only up to Umraoti. There was also a small increase in the importations of salts from the Central India lakes *viâ* Saugor, where it pays duty, and *viâ* Jubbulpore, where it is brought by the East India Railway after paying duty higher up the Customs line in the North-Western Provinces, that is, there were 71,710 maunds imported in 1874-75 and 76,302 maunds in 1875-76. Thus while the imports of salt from the West and North-West were almost stationary, those from the Eastern Coast showed an unexpected increase. This might be held to bear out what I said last year, that there was no urgent necessity for the sanctioned reduction of duty on the Western salt, for it would appear to be fully able to hold its own, notwithstanding enhanced inportations from the Eastern Coast, which, probably in

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this second year of the abolition of the Raipur Customs line, have now reached their maximum. The year 1874-75 was one of transition, and the financial effect of the measure of the abolition of the two lower sections of the Customs line which cost the Government close upon 2½ lakhs (£25,000) of Rupees a year, could not well be ascertained, and to do this now it will be necessary to take the Customs Commissioner's figures for the twelve-month of the official year, which are free of all salt that had paid duty at places outside the Central Provinces. According to these returns the revenues of the two years were,

1874-75	...	Rs. 7,64,780
1875-76	...	,, 7,31,750

the loss in revenue of Rs. 33,000 being caused by the importations of duty-paid salt in the official year, having fallen from 785,561 maunds in 1874-75 to 737,267 maunds in 1875-76. But against this loss we have the increased importations into Chhattisgarh which paid duty at the salt pans on the Eastern Coast at Rs. 2-4-0 per maund. In the last year of the existence of the Raipur Customs line the importations of Eastern salts were 95,940 maunds, and in the year under review they were 175,000 maunds, *increase* 79,060 maunds, at Rs. 2½ duty per maund=Rs. 177,885. The account would then stand thus,—

Revenue of 1873-74 foregone on abolition of the Raipur Customs line	Rs. 115,142	Gained by increased importations into Chhattisgarh as above ...	Rs. 177,885
Loss on the western salt imports in 1875-76. ..	,, 33,000	Saving in cost of Customs establishment abolished. ..	,, 249,763
Net gain ...	,, 279,506		
Total	,, 427,648	Total	,, 427,648

If the result of the measure was thus a financial success, it is no less a gain in the political sense, for the Customs line was in the Chhattisgarh country fast becoming a source of demoralization among the people, who had boldly taken to

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smuggling. It has also cheapened salt all over the country, lowering the price from 16 to 20 lbs. per rupee in some places and from 12 to 16 lbs. in others.

Food grains—wheat.

23. The trade in food grains will next be considered, and first with regard to *wheat*. The imports appear mostly in two districts. Of the 75,549 maunds imported altogether, 23,712 maunds came to Damoh from the north, and 31,537 maunds into Nimar from Berar. The destination of the former import was probably Saugor, and the latter import is said by the Deputy Commissioner to be due to a good harvest and low prices ruling in Berar. The demand in Nimar arises from the presence of large bodies of workmen on the Holkar State Railway works. The imports into other districts are insignificant.

The exports of wheat increased remarkably during the year. In the previous year they amounted to a little above a million maunds, and in the year under review they rose to close upon two million maunds, the greater portion going from districts in the Nerbudda Valley towards Bombay by rail, whence it is exported to the Home and Continental markets. This foreign demand has been steadily increasing of late years, and the shipping firms at the Western port are interesting themselves to obtain wheat clear of admixture, and in form suited to European market requirements. The Administration can do little for growers or dealers in this direction, except in the way of disseminating accurate information, and, as I have already said, this has been done, and some of the higher qualities of seed have been purchased and freely distributed in the wheat-growing districts. The admixture and adulteration complained of is probably not intentional, and the information given to all will, it is hoped, lead to the adoption of more care. From the Nagpur country the quantity of wheat sent westward towards Bombay was 212,931 maunds, and from the Chhattisgarh country eastward to the Coast districts of Madras 64,912 maunds. The quantities exported in the previous year were, respectively, 79,337 maunds and 25,776 maunds. The activity in the trade was thus general, and a favourable harvest had fortunately enabled the country to meet the exterior demand very liberally, and thus partly to recoup itself for the failure of the cotton crop.

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24. The imports of rice are insignificant, viz., 13,533 maunds, and almost the whole of this was taken by the wheat-growing districts in the north of the Province. The exports on the other hand remained as last year, a little below half a million maunds, and almost the whole went westward by rail towards Berar and Bombay; 229,467 maunds from the Nagpur and Chhattisgarh country, and 116,947 maunds from Jubbulpore, the central mart for the rice-growing districts on the east, viz., Mandla, Bilaspur, &c. The rice harvest, it will be remembered, was a full one in only the two contiguous districts of Bhandara and Balaghat, and was somewhat injured, or only an average one in the principal rice-growing districts in the east, but higher prices seem to have maintained the exports at their usual level.

Rice.

25. The trade under this comprehensive heading would be difficult to describe, but the imports are almost wholly of the low priced jowar from Berar into the Nagpur country, where the crop failed severely, and into Nimar and Hoshangabad. Even in ordinary years, Berar is able to send large supplies of jowar into our markets, it being there very extensively produced, and when sent by rail can be set down at attractively low prices at comparatively distant places. It is the staple food of the working classes; it is thus ordinarily in extensive demand, and in the year under review, when the jowar failed almost generally, the imports rose from 67,014 maunds in the previous year to 123,747 in the year 1875-76. The exports on the other hand would be mainly the various pulses and lentils, (dal, mung, masur, chenna, &c.) which are raised extensively, some as kharif and some as rabi crops, and they fared variously as the season was good or bad in the different circles of districts. The total exports fell from 1,306,152 maunds in 1874-75 to 1,049,895 maunds in 1875-76. The greater portion went westward into the Bombay Presidency from the Nerbudda Valley districts.

Other food grains.

26. Taking all food-grains together, the exports of the year rose from $2\frac{3}{4}$ million maunds in 1874-75 to nearly $3\frac{1}{2}$ million maunds in 1875-76, the increase being wholly in wheat. I said last year, when writing on this subject, that the reduction in the freight rates on grain exports to Bombay which had just then been allowed by the Great Indian Peninsula Rail-

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way Company, would be compensated for by increased traffic, and I am glad to find that my expectations have thus been appreciably realised in the first year of the change. Grain particularly is an article that cannot be carried far by rail at high freight rates, and the reduction of about 30 per cent all round has no doubt very materially encouraged exportation in the year under consideration, a year too in which full crops needed every facility of outlet. The reduction moreover has probably removed some of the objections raised by the Bombay Chamber of Commerce on this head, as I have not again been addressed on the subject, and I am glad to learn that a still further reduction was allowed later in the year, in the removal of certain terminal charges which were considered open to objection.

Oil-seeds.

27. The next important item is "oil seeds," the trade in which is mainly export; but I will first notice the imports, which increased from 77,155 maunds to 102,253 maunds in the year under review. Of this quantity, 38,383 maunds came from the Central India Native States into Nimar and Hoshangabad, probably for re-export by rail, and 32,888 maunds from Berar into Chanda, also probably towards the railway for re-export. The exports of the Province rose from 808,806 maunds in 1874-75 to 1,718,917 maunds in 1875-76, or rather more than double; the bulk of these exports went westward towards Bombay by rail, a little over a million maunds going from the Nagpur and Chhattisgarh country, and a little less than half a million maunds from the Nerbudda districts; 39,045 maunds went *viâ* the East Indian Railway towards the North-West Provinces, and 49,587 maunds eastwards towards Cuttack and the Madras Coast districts from Chhattisgarh. The rapid increase in this trade will be seen, when it is noted that the total of the exports of 1873-74 was only 419,786 maunds, that is, it has quadrupled in the third year of a steady foreign demand. It is regretted that the different kinds of oil-seeds are not separately shown, but it is believed that the bulk of the exports is of linseed; they will be separately shown in future returns to the extent prescribed in the classified list recently approved by the Government of India. In former years oil-seeds was an unimportant export in the tables, but this year it has taken the highest place, higher than cotton, which all along was not approached by any other kind of produce,

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that is to say, it brought in this year nearly £ 500,000, a higher figure than any other single item of export.

Metals and hardware.

28. This is another comprehensive heading difficult of examination, as included in it are machinery, cutlery, tools, utensils, copper and brass sheets, pig iron, everything in fact made of metal of any kind. This ambiguity will be largely removed by the new classification to be adopted in the returns this year, and little in the way of analysis can be said of the fluctuations shown in the tables for 1875-76, both in quantities and prices.

English piece-goods.

29. This heading includes all the different descriptions of white, grey and colored cotton fabrics and yarn of European manufacture, from the finest to the coarsest kinds, and of all prices. The tables show that for the whole Province, the quantities (by weight) imported in the year amounted to less than in the previous year, and at considerably higher prices, and in the year previous there was a considerable fall, compared with the year 1873-74. In the Government Resolution above quoted, this decline in this important branch of trade was regretted, and it was asked that the cause might be examined. Deputy Commissioners were accordingly directed to collect such information on the subject as was available and reliable. The general explanation merely establishes the fact of the existence of "depression" in the trade, some Deputy Commissioners accounting for it by the existence of "large stocks in hand" and some also to "the fall in exchange." The latter cause was not in operation during the first half of the year 1875-76, but those are not the months when the trade is active, beginning, as it generally does, in the spring, and progressing through the dry months up to May, when the trade year closes. It was during these months that the rates progressively fell, till they culminated in July *after* the season 1875-76 closed. Too much therefore cannot be attributed to this cause in the period we are considering, nor can the existence of "large stocks" be advanced as forcibly operating, when it is remembered that in the year before (1874-75) there was already a considerably diminished importation of English piece-goods. Whatever, if any, effect may be due to these two causes, they probably cannot be accepted as wholly explaining the serious diminution in the last two years, nor are there other local causes that might be put forward, some

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perhaps except in a small way, the prevalence of low prices of agricultural produce;—the main cause therefore is probably not here but beyond our borders, for concurrently with diminished imports the tables show diminished re-exports, that is, the markets in the Central India States are probably being supplied from elsewhere, and not as in 1873-74 through depôts in these Provinces. Here information is somewhat wanting, but it is not too hazardous to suggest that the Indore Spinning and Weaving Mills are meeting the wants of Central India to some extent, and it is certain that a good deal of trade that stopped at the depôts in Nimar, in 1875-76 with the progress of the Holkar and Nerbudda State Railway passed through without being registered, either as imports or re-exports, and properly so.

Miscellaneous European goods.

30. The same remarks would apply to the next heading in the table, viz., "Miscellaneous European goods," only to some extent, and these appear prominently in the high prices reached, though too much cannot be claimed for the accuracy of the recorded prices. There is a general falling off in the imports, except at Jubbulpore, where there is an increase, and the explanation of this increase probably is that as the heading includes European supplies, such as liquors, oilman's stores, millinery, clothing, and the like, for the consumption of European residents mostly, the proportions of this trade, as regards quantities, would remain very much the same under a very severe strain of high prices.

Country cloth.

31. As regards this heading, the Central Provinces may be said to be both an exporting and importing country, and the proportions of the trade for the last two years are very much the same. Where in some districts there has been a slight increase in the imports, it is explained as due "to the great demand for Delhi and Khandesh cloths for native marriages, a great number of which have taken place during the last two years."

	Imports. Mds.	Value Rs.
1874-75 ..	31,060	14,87,127
1875-76 ..	34,936	23,01,082

	Exports. Mds.	Value Rs.
1873-74 ...	27,509	20,38,838
1874-75 ...	21,837	22,45,368
1875-76 ..	20,284	24,60,834

But while on the whole there is a slight increase in the quantities of country cloth imported, and at higher prices, there has been a gradual diminution in the quantities exported, at some considerable gain in high prices realized. If these entries of prices can be trusted, the trade, and

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by consequence the manufacture, is in as good, if not in a better position now, than it was three years ago, and this under all the discouragements of a growing taste for English cloth. It will be remembered that though the returns show a falling off in the imports of English piece-goods, we have no proof that the *local* demand for that class of articles has at all been touched, that is, it is only the through trade, to a large extent, which found accommodation at convenient depôts in these Provinces, that has disappeared from the returns. The reason why country cloth commands higher prices in the markets of other parts of India is not so easily explained. In Nagpur and Bhandara, the principal seats of this manufacture, there is reported to be some revival in the trade, and the "esteem" which the hand-made fabrics there manufactured commands in the exterior markets is said to be unabated. The cloth manufactured throughout the country is of many kinds and of all qualities, some of them have been easily and completely supplanted by machine-made European cloths, but some of them have held, and will continue to hold, their own for some time, for as long certainly as they cannot be imitated by the European weaver, in those points of excellence, and these are various, which to the Native are tangible and real. This may in some measure account for the diminution in the quantities exported side by side with a rise in the total cost, there being no demand for those descriptions of cloths of lower prices which have been largely driven out of the market, and more for those kinds which command higher prices, not necessarily much higher than before. This is suggested as an explanation of the difficulty noticed in the concluding sentence of paragraph 13 of the Government of India Resolution already more than once referred to, and it amounts to this that "the great rise in the value of country cloth exported" is more apparent than real. It is also said in the same paragraph, that my remark, made last year, that the falling off in the import trade of country cloth was probably that the produce of the Bombay mills was changing the features of the trade to some extent, was not understood. I certainly did not mean, to quote from the Resolution, that "country cloth which is imported is intended for re-export towards Western India, and that it is being displaced by the manufactures of the Bombay mills";—that would be saying something very improbable to account for an increase of imports. What was suggested, was the probability of the

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imports including a yearly larger and larger *proportion* of cloths manufactured at the Bombay mills, and a diminishing proportion of hand-made cloths hitherto imported from Poona, Madras, Benares, Delhi, and other seats of manufacture in India. The proportions of each kind not being separately registered, it is of course necessary to speak with some reserve, but this much is well known, that the productions of the Bombay mills are now common, and except by the agricultural classes, who stick to their home-spun stuffs, are in general wear, as "saris" by women and "dhotis" by men. A machine-made sari or dhoti has sometimes the ornamental coloured border peculiar to each, *woven* with the piece as in the hand-made kinds, and though lighter in weight, commands almost the same price as the latter, but these are of the higher kinds of saris and dhotis not within the reach of the lower classes; a large proportion of the mill imports have the borders *stamped* on the cloths in close imitation of the woven coloured border of the hand-made pieces, and being light, sell at comparatively low prices. They have all the *appearances* of the higher class of cloths, and are readily taken up at low prices. If less durable, they are more showy; if only an imitation, they cost less. It may be worthy of notice that there is an association of native gentlemen at Nagpur co-operating with societies in the Bombay Presidency, having in view the encouragement of this trade in country-made cloths to the exclusion of the European manufactures. The objects of the association are not profits or only nominal profits; they are said to be, enlightened patriotic support to the Indian manufacture, and the members of the society wear only country-made stuffs as exclusively as possible. The success of the society is probably circumscribed, but it shows that the decline of native manufactures is a popularly accepted fact, and that strenuous efforts are being made to avert a collapse—efforts which find expression in the Bombay mills. It was in this way I ventured to suggest last year, that the features of this trade were probably changing, *i. e.*, the lighter and cheaper stuffs of the Bombay mills coming in in larger proportion than the heavier and dearer hand-made pieces before almost exclusively imported. It would not necessarily follow that very much less cloth was imported because of less weight in the total quantity; there may have been the same number of yards and pieces as before, though of less weight expressed in maunds—a deduction which points to the productions of

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the Bombay mills and to the position those productions are taking in the markets. The fluctuations in the trade during the last three years, and the unequal oscillation between prices and quantities would be explainable only if we knew the proportion of the different classes of cloths imported, how much of Delhi cloths of the higher class, how much from Madras and the Deccan, how much of coarse stuffs from Berar and Hyderabad, how much from the mills, &c &c.; any extraordinary increase or decrease in any one of these would affect quantities, as expressed by weight in one way, and prices in another; but it was never intended to collect such detailed information, nor is it required according to the revised classification of goods recently prescribed by the Government of India.

I have perhaps said here as much as can be ascertained of this particular trade in country cloth, and if read in connection with my remarks on the returns for previous years, both under the head of "resources" and the "actual trade"—all the light that can be thrown on its peculiar features will, I hope, have been supplied.

Lac.

32. The import trade in lac is almost wholly from the Native States on the north and north-west of the Province towards Jubbulpore, where there is a lac dye manufactory, but where the manufacture of the dye is suspended. The fall in prices seems to have had no effect on the quantities imported, but the transactions were small and were probably secured by advances. The effect of low prices on the exports is more marked. There was also some failure of the crop in Raipur and Seoni. The causes for the depressed state of the market in Calcutta is probably too well known to need description from me. Almost all the lac exported and imported is stick lac as it is collected in the forests. Lac dye would of course be shown under the head "Dyes."

Imports.

	Maunds.	Rs.
1875-76 ..	11,277	2,56,184
1874-75 ..	10,245	2,67,738

Exports.

	Maunds.	Rs.
1875-76 ..	54,013	12,08,395
1874-75 ..	82,521	26,22,915

Tobacco.

33. The import trade in tobacco has fallen off considerably, for which various explanations are given by Deputy Commissioners, but

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largely imported, and favorable crops in our own districts. Compared with 1873-74, the falling off is not so marked. The exports appear mostly northwards into the Central India States, and is partly the produce of the Nerbudda Valley districts, and partly the Benares supplies imported through Jubbulpore.

Imports.

	Maunds.	Rs.
1875-76	... 37,500	2,87,045
1874-75	... 53,091	4,57,290

Exports.

	Maunds.	Rs.
1875-76	... 17,029	1,33,168
1874-75	... 25,595	2,02,872

34. The increase in prices in this trade cannot be explained. Though on the whole there has been a small decrease in quantities, there have been considerable increases and decreases in the trade from different directions, and thus in the different kinds of spices, added to which one Deputy Commissioner says he removed supari (areca nut) from this heading where it had erroneously been included in previous years. The exports are mostly into the Central India States *vid* Hoshangabad; quantities remaining very much the same, prices diminished.

Spices.

Imports.

	Maunds.	Rs.
1875-76	... 20,301	2,71,728
1874-75	... 20,931	1,74,696

Exports.

	Maunds.	Rs.
1875-76	... 25,206	3,85,290
1874-75	... 25,941	4,64,346

35. The imports of country stationery show increase, and exports some decrease. Paper is only manufactured in the trans-Nerbudda districts, and the manufacture is said to be declining, so that the quantities going out of the Province are mostly re-exports.

Country stationery.

36. I have already remarked on silk production in these Provinces, the actual trade is represented in the returns with silk and silk cocoons undistinguished. The apparent increase in prices in the imports is explainable by the large imports from the west, being more of silk pieces and unspun China silk than of cocoons. The exports, which are also mostly westward, include the valuable silk manufactures of Burhanpur and parts of Nagpur, and the coarser tassar silk pieces

Silk and silk cocoons.

Imports.

	Maunds.	Rs.
1875-76	... 1,254	8,32,203
1874-75	... 1,219	2,01,777

Exports.

	Maunds.	Rs.
1875-76	... 4,696	22,25,002
1874-75	... 5,137	22,92,457

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manufactured in several of the forest districts, especially in Chhattisgarh. There is some decrease in quantities, with a slight increase in prices. The crop of cocoons was deficient in Raipur and Seoni, the latter district having imported cocoons from parts of the North-Western Provinces to meet demands on its manufacture.

Dyes.

37. The proportions of the import trade is very much as it was last year, the largest supplies coming in from the Central India States *viâ* Nimar and Hoshangabad. The exports show an advance in prices with some diminution in quantities. I have lately reported so fully on this branch of trade* that I need say little more here.

Imports.

	Maunds.	Rs.
1875-76 ...	11,699	1,88,882
1874-75 ...	10,588	1,28,998

Exports.

	Maunds.	Rs.
1875-76 ...	5,967	72,825
1874-75 ...	6,422	65,409

* Letter to the Dept. Revenue, Agriculture and Commerce, No. 4419-179, dated 7th December 1875.

Hides and horns.

38. The import trade, which is mostly from across the Nerbudda into Hoshangabad, and by the East India Railway into Jubbulpore, maintains about the same proportions as last year, with some increase in prices. There is said to have been a decrease in the importation of skins in some districts, owing to the great mortality of cattle in the year supplying the local demand on the spot. In Saugor, it is said to have reduced the price from Rs. 60 to Rs. 32 per score. The apparent rise in prices must therefore be accounted for by the imports including larger consignments than usual of dressed hide from Cawnpore, and one Deputy Commissioner presumes that included under this heading are "Delhi made slippers, saddles, &c." But the import trade is altogether small. The export trade, on the other hand, is progressive, and, as might be expected in a year of cattle mortality, the increase in this year is large, with a very slight increase in prices. The exports are mostly towards Bombay in the shape of undressed hides and horns.

Imports.

	Maunds.	Rs.
1875-76 ...	1,711	35,116
1874-75 ...	2,408	31,063

Exports.

	Maunds	Rs.
1875-76 ...	34,124	5,32,844
1874-75 ...	24,500	3,49,548

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39. I need say little of this trade, as the high place it takes in the returns is due to the transport through Nimar of the Malwa consignments to Bombay. It is moreover deducted when considering the aggregate external trade of the Province. A small portion of the Malwa imports is of course retained for local consumption, the produce of the country being small.

Opium.

40. This is a small trade, that calls for no particular remark.

Wool.

41. This trade also calls for little notice, a large proportion of the exports being probably only the unsold portion of drafts of horses previously imported for sale by the Arab and Punjabi dealers.

Horses.

42. There is some increase in the number of cattle imported, and some decrease in prices. They have mostly come from districts north of the Central Provinces, Malwa being, it is said, largely drawn upon. Here again the exports are largely of cattle returning unsold from the fairs at Garhakota and Chanda.

Cattle.

43. It is the northern districts of the Province mostly that import sheep from the Native States, the demand of the southern districts being supplied by local breeders. The exports are, to some extent, return flocks from the fairs.

Sheep.

44. There is no large external import or export trade in timber, though some teak and bamboos go into Berar from the neighbouring districts; a large part of the exports consisted of sleepers for the Holkar State Railway.

Timber and firewood.

45. There is some little advance in this trade, the imports being about the same as usual, and the exports increased with a slight advance in prices. Ghee and castor oil go in large quantities to Bombay.

Ghee and oil.

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46. There is a small decrease in the imports from the Western Coast, and increase from the Eastern Coast, with slight advance in prices. The re-exports into the Native States *viâ* Nimar and Hoshangabad seem to have declined.

Cocoanuts.

47. This heading of course includes all goods not shown under any of the preceding headings, and as the proportion of both imports and exports are about the same as last year, no remark seems to be called for.

Miscellaneous.

48. I have thus endeavoured to explain, as far as possible, the causes which have operated towards a rise or fall in any particular trade. But the form in which the returns was originally cast prevents any very close examination of some of them, and there are other reasons which I have referred to in the opening paragraphs of this minute. The Resolution of Government* referring to these defects, was received too late in the year to order then any elaboration of the headings in the trade registers, and there was then pending before Government the general question of the classification of goods to be adopted in future trade returns, the decision on which was only received on the 26th June 1876, so that the returns for 1875-76 now presented have all the imperfections of those of previous years, in so far that they do not admit of the fluctuations in some trades being satisfactorily accounted for. I will therefore now close these remarks with the usual summary of the year's transactions.

* No. 754, dated 28th Dec. 1875.

49. Compared with the previous year, the total exterior traffic shows some advance ;—

		Tons.	£.
1875-76	...	353,620	8,113,619
1874-75	...	310,923	7,890,417

both in tonnage and value; but while the imports were a little less in quantity, they on the whole show advanced prices; and the exports were a little more in quantity, and indicate diminished prices ;—

		Tons.	£.
Imports	...	108,140	4,917,579
Exports	...	245,480	3,196,040

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The fall in cotton is of course the main disturbing element, but there are many others as I have already shown.

50. I give below the figures, showing the progress which the trade of the country has made from the first year in which these statistics have been compiled :—

		Tons.	£.
1863-64	...	102,341	3,909,008
1864-65	...	134,719	4,386,251
1865-66	...	136,265	5,519,766
1866-67	...	175,561	6,517,864
1867-68	...	196,432	6,110,897
1868-69	...	209,089	6,795,263
1869-70	...	237,044	7,144,465
1870-71	...	235,189	6,965,244
1871-72	..	350,138	8,091,546
1872-73	...	244,569	6,935,492
1873-74	..	326,918	7,747,732
1874-75	..	310,923	7,737,823
1875-76	..	353,620	8,113,619

51. In conclusion, I must again place on record my high appreciation of the valuable labours of Mr. Barclay, the Superintendent of my office, both in completing these returns and aiding me in the preparation of this minute. My best acknowledgments are due to him for the excellent work he has done.

J. H. MORRIS,

Chief Commissioner.

13*th November* 1876.

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	Sheep.		Timber and wood.		Ghee and Oil.		Cocoanuts.		Mis
Que. s.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quan Md
4,862	136	282	311	622	173	3,460	903	6,772	6
...	...	...	48	96	203	4,065	5,753	43,153	20
...	...	...	318	159	1,067	17,072	15,322	1,07,254	59
4,779	1,585	3,227	177	102	214	5,115	26	312	8
9,641	1,721	3,509	854	979	1,657	29,712	22,004	1,57,491	94
4,583	1,744	4,068	2,671	3,390	143	2,573	...	...	1
...	67	131	...	...	180	1,311	31	236	
4,583	1,811	4,199	2,671	3,390	323	3,884	31	236	2
9,441	12,689	19,221	4,871	6,991	512	4,635	1,350	10,157	
...	...	...	...	...	...	...	...	...	
9,441	12,689	19,221	4,871	6,991	512	4,635	1,350	10,157	
2,880	12,940	14,939	26	38	98	1,960	...	...	7
6,545	29,161	41,868	8,422	11,398	2,590	40,191	23,385	1,67,884	1,0
7,311	26,910	41,331	4,284	4,141	3,912	40,940	19,296	1,46,862	1,00
3,195	166	372	202	404	366	7,320	592	4,440	
...	...	...	2,089	4,179	7,926	1,58,530	...	...	
...	...	...	21,706	21,706	1,673	33,460	...	...	9
1,357	143	283	2,535	5,736	623	5,103	9	149	
4,552	309	655	26,532	32,025	10,587	2,04,413	601	4,589	1,2
2,714	...	...	...	...	...	18	...	...	
...	...	...	...	...	44	642	...	...	
2,714	...	...	...	...	44	660	...	...	
23,844	445	3,520	49	10,781	48	960	64	55	
130	300	400	127	888	...	...	790	3,340	
11,240	1,054	4,575	27,151	43,694	10,679	2,06,033	1,455	8,479	1
39,756	141	422	26,484	35,168	12,730	1,63,484	2,057	17,351	

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cellaneous.		Total.	
ity s.	Value Rs.	Quantity Mds.	Value Rs.
237	62,370	26.116	3,26,275
780	2,07,802	5 57,666	69,66,180
506	59,566	2,21,033	38,98,377
312	5,138	78,818	4,50,675
895	3,34,876	8,83,633	1,16,41,507
719	5,426	21,791	2,21,992
402	7,261	2,969	21,270
121	12,687	27,760	2,43,262
751	4,448	11,50,018	20,37,802
.	...	17,883	33,933
51	4,448	11,67,901	20,71,735
572	22,024	1,37,971	6,37,343
339	3,74,035	22,17,265	1,45,93,847
237	1,22,929	20,41,210	1,12,77,649
,218	52,180	31,338	3,88,930
,699	96,992	4,79,857	31,09,319
,982	6,92,874	14,42,444	74,76,961
,815	9,520	39,528	2,12,239
,714	8,51,566	19,93,167	1,11,87,449
,503	4,090	11,380	1,08,772
254	733	892	2,750
2,757	4,823	12,272	1,11,522
925	8,532	1,04,301	9,61,762
500	3,331	95,204	2,70,356
,896	8,68,252	21,44,944	1,25,31,089
,463	6,16,312	14,76,358	1,14,48,083

lue Rs.	Horses.		Cattle.		Sheep.		Timber and wood.		Gl
	No.	Value. Rs.	No.	Value. Rs.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quan M
9,13	...	...	20	300	...	...	168	48	1
16	6	600	...	...	...	...	21	1,260	
51	27	2,700	...	...	...	...	..	..	
1,41	32	6,400	...	...	...	...	..	..	1
2	44	34,580	2	26	...	...	..	..	
1,93	10	765	2,284	33,372	22,732	31,246	..	..	
96	177	6,566	16,004	1,57,790	57	57	..	..	
603	24	7,007	1,053	10,334	519	983	282	100	
4,735	320	58,588	19,363	2,01,822	23,308	32,286	471	1,408	4
270	3	450	574	11,778	471	1,526	..	...	
7,502	3	150	2,014	45,612	126	230	9,225	3,855	
7,772	6	600	2,588	57,390	597	1,756	9,225	3,855	
790	7	121	343	5,279	4,324	15,625	580	736	
2,960	220	34,750	...	...	...	..	2,408	2,408	3
...	10	1,000	...	...	...	...	843	500	
...	1	100	...	...	...	...	...	.	
3,579	224	11,200	...	...	...	...	1,208	346	
7,329	462	47,171	343	5,279	4,324	15,325	5,042	3,990	5
1,600	7	1,000	320	4,862	136	282	311	622	
...	3	300	...	...	...	..	48	96	
...	21	17,514	...	...	...	..	318	159	1
...	1	200	25	260	...	..	76	52	..
...	2	25	...	...	...	..	..	...	..
...	58	11,550	3,706	84,779	1,585	3,227	177	102	
1,660	87	30,589	4,051	89,901	1,721	3,509	930	1,031	1
..	...	...	2,678	64,583	1,744	4,068	2,671	3,390	
50	...	...	...	...	67	131	...	...	
50	...	...	2,678	64,583	1,811	4,199	2,671	3,390	
...	...	...	...	...	...	..	...	...	
1,698	...	...	427	5,870	...	..	4,164	1,168	..
1,698	...	...	427	5,870	...	...	4,164	1,168	
1,184	875	1,36,948	29,450	4,24,845	31,761	57,075	22,503	14,842	11
1,738	505	1,50,092	24,441	4,39,769	39,049	58,883	23,175	14,297	11
	...	...	181	...	...	237	2,267		3

ee and oil.		Cocoanuts.		Miscellaneous.		Total.	
tity s.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
725	26,557	2,564	25,162	97,713	4,65,593	3,24,828	52,77,440
215	4,305	13	104	8.467	33,868	67,735	11,30,186
16	480	..	..	12,721	1,20,000	1,03,070	11,88,537
673	28,441	..	..	5,503	55,032	70,605	8,53,682
..	...	..	..	44	364	2,600	51,760
257	4,038	533	4,907	1,944	12,040	54,668	2,50,693
18	370	..	..	2,900	8.218	4,547	1,95,521
192	3,277	19	456	3,909	21,356	78,883	3,60,672
096	68,368	3,129	30,629	1,33,200	7,16,471	6,96,946	93,08,591
213	2,274	...	..	1,036	4,628	71,887	1,36,65,569
26	605	...	..	628	5,178	40,126	2,83,565
239	2,879	..	..	1,664	9,806	1,12,013	1,39,49,134
764	21,099	19	163	12,541	35,080	27,253	1,93,328
042	51,714	10,356	51,780	31,977	19,770	7,44,064	2,12,95,686
290	8,700	20,709	1,50,000	28,768	25,000	1,26,891	20,16,525
132	2,640	8,759	70,070	14,242	56,967	34,915	13,16,483
933	14,090	12,137	1,18,694	37,534	19,042	78,590	16,15,210
161	98,243	51,980	3,90,707	1,25,062	1,55,859	10,11,713	2,64,37,332
173	3,460	903	6,772	6,237	62,370	26,116	3,26,275
203	4,065	5,753	43,153	20,780	2,07,802	5,57,666	69,66,180
067	17,072	15,322	1,07,254	59,566	59,566	2,21,093	38,98,377
...	...	60	449	330	1,182	4,930	25,137
...	...	622	6,512	14	474	4,390	30,969
214	5,115	26	312	8,312	5,138	78,818	4,50,675
557	29,712	22,686	1,64,452	95,239	3,36,532	8,92,953	1,16,97,613
143	2,573	...	...	1,719	5,426	24,791	2,21,992
180	1,311	31	236	402	7,261	2,969	21,270
323	3,884	31	236	2,121	12,687	27,760	2,43,262
1	12	16,919	94,607	936	29,385	1,10,326	6,84,791
	...	5	14	29	130	1,01,692	2,59,484
1	12	16,924	94,621	965	29,515	2,11,918	9,44,275
477	2.03,098	94,750	6,80,645	3,58,251	12,60,870	29,53,303	6,25,80,107
462	2,25,597	1,04,850	6,55,584	3,86,475	14,86,478	31,47,658	6,41,71,277

Cattle.		Sheep		Timber and wood.		Ghee and oil.		C
o.	Value. Rs.	No.	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.	Quanti Mds.
183	1,881	28,605	56,942	2,97,315	1,95,047	6,958	1,14,125	5,8
302	96,328	42,938	85,876	82,713	82,713	7,049	1,30,540	13,
307	7,700	780	1,560	25,750	12,875	164	3,280	
..	...	1,174	3,524	18,000	18,000	277	2,960	2
516	73,127	240	467	2,644	2,418	116	1,560	
..	...	186	352	1,452	1,148	150	2,571	
40	800	1,485	2,412	1,083	1,513	348	7,217	3
342	4,270	513	999	4,772	1,907	205	2,713	
..	...	247	487	2,917	1,930	94	1,783	2
611	7,371	393	618	7,172	6,154	142	2,999	4
648	1,26,160	4,240	8,172	1,25,591	29,503	724	16,855	3
65	1,290	1,207	2,334	21,205	5,702	361	6,687	
..	...	...	...	11,428	17,190	593	8,969	6
818	1,89,363	160	330	4,858	6,288	253	3,664	2
263	36,442	...	...	4,135	4,021	414	6,974	1
981	20,172	19,311	47,178	2,64,223	74,752	11,052	1,74,001	3,2
969	5,143	502	1,268	11,407	3,225	127	2,214	...
58	436	13	16	3,114	858	212	3,570	1
092	41,037	12,906	16,463	45,212	18,786	3,951	71,370	2,4
61	180	419	413	3,568	924	449	7,239	2
61	103	84	83	17,209	2,181	176	3,210	1
157	1,444	2,649	4,250	4,066	2,126	729	12,804	1
..	...	250	315	835	318	485	7,316	3
421	3,391	608	1,040	28,892	8,640	428	6,848	4
..	...	562	711	135	355	427	7,817	
..	...	...	...	...	...	17	300	8
179	1,805	890	911	7,635	1,674	312	3,705	2
..	...	...	...	...	...	...	...	1
382	3,949	4,353	7,964	19,980	10,874	1,342	88,116	1,9
163	6,550	727	1,437	35,695	12,975	953	23,848	2,7
132	3,587	2,185	850	51,800	25,900	952	18,860	1,4
610	1,321	181	217	23,957	2,765	198	3,383	2
208	737	280	327	4,930	5,915	561	7,767	5
22	263	124	190	6,079	2,504	4,577	84,481	1,8
217	2,250	7,409	21,957	44,833	50,681	2,159	59,978	9
079	6,997	5,054	8,822	31,348	29,629	2,698	41,769	6,4
78	1,446	9,502	8,572	40,488	18,496	4,330	44,089	2,2
269	2,028	1,167	1,127	8,176	2,044	665	10,122	1,2
12	152	97	181	...	...	237	2,267	

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ee and coanuts.		Miscellaneous.		Total.	
ity	Value Rs.	Quantity Mds.	Value Rs.	Quantity Mds.	Value Rs.
725					
215					
16	39,801	5,95,314	5,85,496	19,67,772	49,45,287
673	92,176	1,55,818	4,33,584	16,68,247	78,83,241
	1,276	255	1,020	1,23,129	3,71,466
257	1,295	5,220	72,599	78,049	2,73,739
18	332	6,584	21,462	83,117	2,07,974
192	211	5,379	3,667	43,197	1,73,802
	2,018	13,164	73,369	1,07,016	4,53,225
006	1,129	1,788	5,493	34,654	2,07,187
	1,850	3,039	12,331	46,209	1,80,827
213	2,637	1,950	8,201	2,37,893	5,43,291
26	2,553	53,589	52,462	3,95,936	13,59,258
239	803	21,980	10,812	99,458	2,20,415
	3,741	634	1,249	2,44,942	11,22,256
764	1,854	10,336	7,053	70,381	4,41,026
042	2,197	2,699	10,539	78,377	3,14,312
200	29,157	2,28,784	12,65,330	14,12,550	56,69,482
132	...	12,799	68,141	96,490	3,12,158
933	2,422	31	240	12,464	48,203
161	16,351	6,30,353	3,10,109	9,94,516	16,59,945
	1,740	32,743	43,887	88,908	2,32,639
173	1,385	39,815	29,824	79,694	1,12,328
203	950	38,173	25,990	1,16,060	2,70,697
067	2,456	14,600	19,348	60,126	1,92,855
	3,944	46,226	19,961	1,53,801	4,10,841
214					
	488	6,491	8,226	41,749	1,38,349
257	3,125	15	10	1,911	8,594
143	2,352	1,773	4,698	44,831	1,52,418
180	1,166	192	645	12,098	54,273
323	9,002	...	...	1,06,808	5,19,419
	15,605	7,152	5,301	1,41,656	4,74,282
1	14,980	14,620	73,100	2,02,680	9,02,615
	1,976	7,290	7,290	80,866	1,85,517
1	3,636	18,005	14,649	73,849	3,18,631
	9,085	42,559	74,358	2,27,206	5,75,225
162	9,256	28,322	54,174	3,12,577	13,62,140
	20,127	1,19,715	1,34,870	3,81,293	12,78,882
	13,314	9,165	35,473	3,60,848	10,63,123
	6,761	10,586	36,402	90,086	3,98,010
	236	1,167	8,915	7,026	38,518

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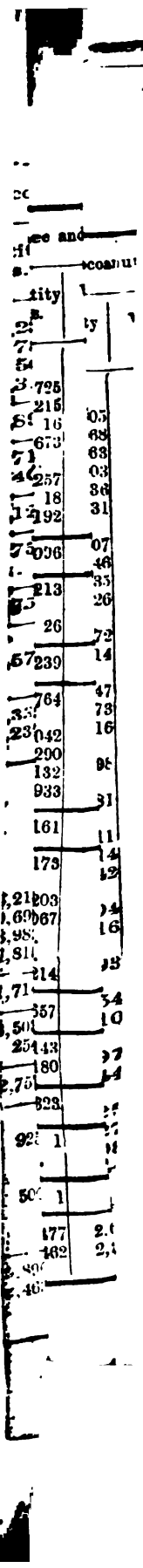

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